



# The Hongkong Telegraph

FOUNDED 1861 六拜禮 號三廿月英曆香港 SATURDAY FEBRUARY 23, 1924. 日九十一

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## SERIOUS INDIAN AFFAIR.

ARMED FANATICS RAID NEIGHBOUR STATE.

MANY KILLED AND WOUNDED.

(Reuter's Service.)

Delhi, February 22. It is reported that fourteen Akalis were killed and a number wounded in an affray in Nabha State between troops and a force of armed Akali fanatics who raided the State. It is rumoured that a well-known Khalifat leader and a leading Congress man were arrested after the fighting. There has lately been much controversy with regard to the abdication of the Rajah of Nabha enforced by the Government of India.

Later. Fourteen Akalis were killed, 34 wounded and one hundred arrested. Doctor Kitchlew, a well-known Khalifat leader, and Professor Gidwan, a leading member of Congress, who reached the scene after the fighting, were taken into custody.

The Story of What Happened. A force of 500 Akalis, armed with spears and firearms and screened by a force of 8,000 other Akalis, started from Bargari, in the Faridkot State, to raid Jaito in Nabha. They were met by the British Administrator, with a small party of Nabha troops. When the Administrator called on them to retire, one of the Akalis fired, wounding a villager. The Administrator then ordered his force to fire, and the Akalis replied with heavy fire and delivered a determined attack which was checked by dismounted cavalrymen. Two thousand Akalis then took refuge in a shrine and the remainder broke up.

## THE DOCK STRIKE.

DELEGATES RECOMMEND ACCEPTANCE OF TERMS.

London, February 22. The Dockers Conference, after further long sittings, decided to recommend the acceptance of the terms, and adjourned until Monday. The delegates meanwhile are proceeding to their districts to submit the whole position to the men and will return with a mandate to decide the issue.

Strong Intransigent Movement. While it is hoped that the strong recommendations of the leaders will convince the majority of dockers of the wisdom of accepting the terms of settlement, the fact that mass meetings of strikers at Hull, Bristol, Grimsby and Newport to-day resolved to continue the strike unless the full two shillings is granted immediately shows the strength of the intransigent movement.

The resolution adopted at the delegates' conference stresses "the tremendous advance" made towards decasualisation and maintenance by the agreement reached.

## THE SHIPPING OUTLOOK.

LOW FREIGHTS TOUCH BOTTOM.

London, February 22. In the course of his presidential address before the Chamber of Shipping for the United Kingdom, Sir Alan Anderson said the depression continued, but he thought they had touched the bottom of bad freights. There was still a redundant fleet of vessels in all countries, but the laid-up world's tonnage fell from nine million tons gross in July 1922, to eight million in July, 1923, and the laid-up tonnage in the United Kingdom from a million and a half in January, 1922, to 1,000,000 in January 1924. There was evidence that the position of the British Mercantile Marine was improving and had profited from the medicine of adversity.

## FLIGHT OF GERMAN CAPITAL.

PREVIOUS ESTIMATE WIDE OF MARK.

Paris, February 22. The New York Herald's Paris edition understands that the Second Committee of Experts, of which Mr. Rezinold Mc Kenna was Chairman, unanimously estimates the amount of German capital exported since the war at two thousand million dollars, or double Mr. Mc Kenna's previous estimate.

(Other Telegrams on Page 2.)

## LOCAL WEDDING.

"TUTS" TOMB.

ROWSON-FROST.

GOVERNMENT TAKES IT OVER.

A very pretty wedding took place at St. John's Cathedral this afternoon, when Miss D. Frost, daughter of Mr. B. L. Frost, of the Eastern Extension Telegraph Co., was married to Mr. Hector Charles Rowson, son of Mr. and Mrs. George Rowson, of "Hill Crest," St. Leonards, Hampshire. Rev. V. H. Copley Moyle officiated.

The bride, who was given away by her father, looked charming in a gown of white moire, trimmed with silver lace. She carried a bouquet of white roses and had as bridesmaid her only sister, Miss Clara Frost, who was attired in apricot taffeta trimmed with blue, hand-embroidered, and wore a blue picture hat; her bouquet was of pansies.

The matron of honour was Mrs. Macalpine, who wore a dress of cinnamon brown crepe de chine, with brown hat to match. Mr. James B. Hamilton was best man.

Subsequent to the ceremony, a reception was held at No. 11, Magazine Gap Road, the residence of the bride's father, at which Mr. and Mrs.

Luxor, Feb. 22. Representatives of the Egyptian Government took over Tutankhamen's Tomb yesterday. The locks affixed by Mr. Howard Carter were sawn off, the interior inspected and measures taken to prevent damage to the contents, after which new locks were affixed and the doors of the tomb re-closed. Mr. Howard Carter and his assistants were not present.

Rowson received the congratulations of many friends. Later, the happy couple left for Cheung-chow, where the honeymoon is being spent. They are to sail for England on Tuesday next.

There were numerous presents, these including a silver dressing table set and travelling clock from the office staff of the Asiatic Petroleum Co., embroidered linen cloth from the stenographers of the A. P. O., a out glass bowl and sweet dish from the Hongkong Ladies' Hockey Club, and entree dishes from the Committee of the B. P. O. A.

## RENT CONTROL.

DISCUSSED IN PARLIAMENT.

GOVERNMENT APPROVES CONTINUATION.

(Special News Service.)

London, Feb. 22. The House of Commons to-day discussed a Private Bill introduced by Mr. Gardner, Labourite, providing for the continuance of the control of house rents until June, 1928, or an extension of three years beyond the date prescribed in Act passed by the late Conservative Government.

The Bill also provides for the reduction of permitted increase of rent from 40 per cent. Mr. Wheatley, the Minister of Health, announced that while the Government assumed no responsibility for the Bill, they approved generally its proposals and hoped to extend control until June, 1928.

The Bill was strongly opposed from the Conservative benches and a motion for its rejection was moved. The amendment was, however, defeated by 140 votes against 101, and the second reading was adopted.

## THE NEW CRUISERS.

EMPLOYMENT FOR MANY THOUSANDS.

(Special News Service.)

London, February 22. The newspapers state that the five light cruisers which are to be built to replace obsolete vessels, and the acceleration of whose construction is intended to relieve unemployment, will each be of about 10,000 tons and will carry eight-inch guns. Contracts for all five will be given to private shipyards. It is intimated that their construction will give direct employment to 32,000 men and indirect work to thousands.

As already stated by the Premier in Parliament, the building of these ships involves no question of policy. The British naval policy is under consideration, but the Government considers it is necessary to replace obsolete ships.

THE "HAY AND CORN" STAKES.—Winner £250. Second £100. Third £50. For all Subscription (Griffins of any season that have run at this Meeting and not won. Five Furlongs.

Lady Severn's Duku (Mr. Gibson) 1  
Mr. Henry Humphreys' Pet Mouse (Mr. Moller) 2  
Mr. Kakchib's Masu (Mr. Harriman) 3

## ELECTRIFIED SENATORS.

Washington, Feb. 22.

Mr. Daugherty, the Attorney General, electrified his foes in the Senate to-day by calmly appearing among them during the ceremony in honour of George Washington's birthday. Mr. Daugherty explained that his attendance was in accordance with a long-standing promise to one of their number to listen to the reading of Washington's farewell address.

Reuter's American Service.

## BIRTHS, MARRIAGES AND DEATHS.

London, February 22.

The birth-rate for 1923 in England and Wales was nineteen point seven per thousand, the lowest recorded except in the war years of 1917 to 1919, but is compensated for by the fact that the death-rate was only eleven point six. The infant mortality was sixty-nine per thousand. Both these latter are the lowest recorded.

The marriage rate was fifteen point two per thousand.—Reuter.

## COTTON TRADE VOTE.

London, Feb. 22.

Systematic short time will be resumed in the American section of the cotton trade as a result of the Federation of Master Cotton-Spinners, which yielded the necessary eighty per cent. majority in favour of a twenty-six hour week.—Reuter.

## FRANCS LOOKING UP.

London, Feb. 22.

The French franc has recovered to 100.50 and the Belgian to 134.—Reuter.

## "OFF DAY" AT RACES.

Weather Cold But Dry.

SOME GOOD DIVIDENDS PAID.

"Off Day" at the Races attracted a large gathering at Happy Valley to-day. The weather was in striking contrast to that of the three days of the Races proper—it was dry and cold, though still overcast. The absence of rain was much appreciated. The Shanghai jockeys having returned, local riders had their chance to-day, and the results were consequently more "open." Hopes of larger pari-mutuel dividends attracted many people to the Racecourse, whilst punters as a whole were keen on making up for the losses of the past three days.

On the three days of the regular Meeting, Mr. Dynasty's stable led the way with six wins, three seconds and three thirds, being closely followed by Sir Paul with five seconds, five thirds and eight thirds, other prominent stables being Messrs. Stephen and Stitt four firsts and three seconds, and Mrs. Bernard, four wins and one second.

Of the jockeys, Mr. Hill was the "star." He had ten wins, five seconds and three thirds. Mr. Brand came next with seven firsts, three seconds and one third; then Mr. Vida, with four wins, four seconds and three thirds; Mr. Zellenky, four firsts, one second and one third; Mr. Knoll, three wins, seven seconds and five thirds; and Mr. Burkill, three firsts, two seconds and five thirds.

The band of the Surrey Regiment was again in attendance to-day.

THE "HAY AND CORN" STAKES.—Winner £250. Second £100. Third £50. For all Subscription (Griffins of any season that have run at this Meeting and not won. Five Furlongs.

Lady Severn's Duku (Mr. Gibson) 1  
Mr. Henry Humphreys' Pet Mouse (Mr. Moller) 2  
Mr. Kakchib's Masu (Mr. Harriman) 3

Nine starters. Won by a length, with a length and a half between second and third. Time: 1 min. 28.3 secs.

Pari-mutuel.—Winner: £17.69; Places:—£8.50; £25.90; £21.50.

Cash Sweep.—Ticket No. 379 1st. £125.20

" 179 2nd. £ 359.20

" 8 3rd. £ 179.60

\$20 Tickets and Commission ... £ 599.00

\$20 Tickets.—Nos. 276, 74, 126, 24, 228, 261.

THE "LOITERERS" STAKES.—Winner £250. Second £100. Third £50. For all Griffins that have run at this Meeting and not won. Once Round.

Dr. F. H. Kew's Mopoke (Mr. Charles) 1

Mr. Henry Humphreys' Dark Moue (Mr. Seth) 2

Mr. Dynasty's King Pippin (Mr. Moller) 3

Six starters. Won by two lengths, half a length between second and third. Time: 2 min. 11.1/5 secs.

Pari-mutuel.—Winner: £11.30; Places:—£6.10; £7.50; £6.00.

Cash Sweep.—Ticket No. 671 1st. £1,442.00

" 112 2nd. £ 412.00

" 41 3rd. £ 206.00

\$20 Tickets and Commission ... £ 590.00

\$20 Tickets.—Nos. 105, 369, 134.

THE "ALL OUT" STAKES.—Winner £250. Second £100. Third £50. For all China Ponies that have run at this Meeting and not won. One Mile.

Mr. Dynasty's King Charlie (Mr. Moller) 1

Mr. F. Lobel's White Rose (Mr. Gibson) 2

Mr. Dynasty's King Johnnie (Mr. Davies) 3

Ten starters. Won by a head, a length and a half between second and third. Time: 2 min. 24.4/5 secs.

Pari-mutuel.—Winner: £30.40; Places:—£7.90; £6.50; £12.10.

Cash Sweep.—Ticket No. 338 1st. £1,761.20

" 226 2nd. £ 503.20

" 475 3rd. £ 251.60

\$20 Tickets and Commission ... £ 804.00

\$20 Tickets.—Nos. 335, 280, 125, 406, 478, 413, 240.

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\$20 Tickets and Commission ... £ 804.00

\$20 Tickets.—Nos. 335, 280, 125, 406, 478, 413, 240.

THE TYTAN HANDICAP.—"A" CLASS. For Subscription Griffins of this Season (1923-1924) that have run at this Meeting. If necessary, this race will be divided into 2 Classes at the discretion of the handicapper. Winner \$500. Second \$200. Third \$100. Entrance \$50. Once Round.

Lady Severn's Duku (Mr. Gibson) 1

Mr. Bernard's Speargrass (Mr. Zellenky) 2

Mr. McNeill's What To Do (Mr. Seth) 3

Six starters. Won by a length and a half, with a length between second and third. Time: 2 min. 14.2/5 secs.

Pari-mutuel.—Winner: £64.60; Places:—£8.80; £5.20; £14.00.

Cash Sweep.—Ticket No. 427 1st. £1,915.20

" 238 2nd. £ 547.20

" 193 3rd. £ 273.60

\$20 Tickets and Commission ... £ 759.00

\$20 Tickets.—Nos. 531, 577, 51.

THE TYTAN HANDICAP.—"B" CLASS.

Lady Severn's Langsat (Mr. Gibson) 1

Mr. Humphreys' Pet Mouse (Mr. Sewell) 2

Mr. Alvanston's Goom Rock (Mr. Harriman) 3

Five starters. Won by one length, half a length between second and third. Time: 2 min. 18.2/5 secs.

Pari-mutuel.—Winner: £8.80; Places:—£6.20; £9.70.

Cash Sweep.—Ticket No. 211 1st. £3,088.40

" 230 2nd. £ 882.40

" 119 3rd. £ 441.20

\$20 Tickets and Commission ... £1,153.00

\$20 Tickets.—Nos. 237, 642.

THE HONGKONG HANDICAP.—"A" CLASS. Open to all China Ponies entered at this Meeting. If necessary, this race will be divided into 2 classes at the discretion of the handicapper. Winner \$500. Second \$200. Third \$100. Once Round.

Mrs. Bernard's Rivergrass (Mr. Davis) 1

Mrs. A. H. Carroll's Fern Leaf (Mr. Harriman) 2

Mr. C. C. Boyd's Ramsbury (Mr. Moller) 3

Ten starters. Won by a neck, a head between second and third. Time: 2 min. 06.3/5 secs.

Pari-mutuel.—Winner: £180.50; Places:—£41.40; £22.50; £10.90.

Cash Sweep.—Ticket No. 206 1st. £3,455.20

" 285 2nd. £ 987.20

" 630 3rd. £ 493.60

\$20 Tickets and Commission ... £1,405.00

\$20 Tickets.—Nos. 437, 395, 1171, 54, 785, 540, 475.

## THE HONGKONG HANDICAP.

"B" CLASS.

Mr. Seth's Knockub Leg (Mr. Harriman) 1

Dr. F. H. Kew's Bandidoot (Mr. Potts) 2

Mr. John Peel's Yellow River (Mr. Zellenky) 3

Seven starters. Won by one length, three quarters of a length between second and third. Time: 2 min. 12.3/5 secs.

Pari-mutuel.—Winner: £34.60; Places:—£9.10; £9.80; £6.60.

Cash Sweep.—Ticket No. 1378 1st. \$3,612.00

" 384 2nd. \$1,032.00

" 738 3rd. \$ 516.00

\$20 Tickets and Commission ... \$1,390.00

\$20 Tickets.—Nos. 598, 756, 877, 321.

THE PROFESSIONAL CUP AND SUBSCRIPTION GRIFFINS' CHAMPIONS.—A Sweepstakes of \$25 each for starters. A Cup Presented \$500 to the Winner by the donors and \$500 added. Second \$400. Third \$300. For Subscription Griffins of this Season, winners and placed Ponies only. One Mile and a quarter.

Lady Severn's Duku (Mr. Gibson) 1

Mr. Dynasty's King Canute (Mr. Moller) 2

Mr. Topsides' Mountain Hawk (Mr. Charles) 3

Four starters. Won by a length, three quarters of a length between second and third. Time: 2 min. 07.2/5 secs.

Pari-mutuel.—Winner: £21.10; Places:—£7.60; £8.10.

Cash Sweep.—Ticket No. 334 1st. \$3,906.00

" 136 2nd. \$1,116.00

" 549 3rd. \$ 558.00

\$20 Tickets and Commission ... \$1,600.00

\$20 Tickets.—Nos. 558, 1132, 34, 33, 69.

"Lighting" Disqualified.

A notice was posted at the Race Course to-day, to the effect that in the last race yesterday, The Phaeton Stakes "B" Class, Lighting was disqualified for failing to weigh in. The second prize has therefore been awarded to Yellow River, which finished third, and the third prize to Mr. Seth's Knockub Leg, which finished fourth.

"ACT OF GOD."

Suggestion to Alter Phrase.

That the phrase "irresistible accident" might be used in commercial documents instead of "an Act of God" was suggested by a speaker at a recent meeting of the Chartered Institute of Shipbrokers. The phrase "Act of God" commonly occurs in commerce, and if there were any real demand for its replacement by another phrase, "irresistible accident" would seem to express the meaning of the present term fairly well. The term "irresistible accident" is in keeping with the explanation of the term "Act of God," which was given some months ago in the course of the series of articles on Trade Term Definitions in the Trade and Engineering Supplement of the "Times." It was pointed out in the discussion that the true test to apply to all cases where an Act of God was alleged was whether or not the damage caused by an Act of God could have been prevented by reasonable precautions on the part of man. Mr. Singer suggests that "irresistible" should be the critical word. Another which would closely express the meaning would be "unpreventable."

THE "ALSO RAN" STAKES.—Winner £250. Second £100. Third £50. For Subscription Griffins of this Season that have run at this Meeting and not been placed. One Mile.

Mr. Goodie's The Wonk (Mr. Harriman) 1

Mr. Dynasty's King Arthur (Mr. Moller) 2

Mr. John Peel's Shu River (Mr. Zellenky) 3

Nine starters. Won by three quarters of a length, one and a half lengths between second and third. Time: 2 min. 31.2/5 secs.

Hurry Up (Mr. Davies) was also entered, but threw its rider when going out of the paddock. It did not start, and the money placed in the pari-mutuel was refunded.

Pari-mutuel.—Winner: £33.90; Places:—£9.70; £9.00; £7.40.

Cash Sweep.—Ticket No. 1162 1st. \$3,962.00

" 1290 2nd. \$1,132.00

" 768 3rd. \$ 566.00

\$20 Tickets and Commission ... \$1,590.00

\$20 Tickets.—Nos. 309, 18, 88, 348, 416, 471, 146.

THE "LUCKY" STAKES.—Winner £250. Second £100. Third £50. For all Griffins that have run at this Meeting and not been placed. Five Furlongs.

Sir Paul's Magnificent Dahlia (Mr. Charles) 1

Mr. Relyon's Uncle George (Mr. Harriman) 2

Mr. B. Basto's Narcissus (Capt. Hall) 3

Eight starters. Won by five lengths, half a length between second and third. Time: 1 min. 27.2/5 secs.

Pari-mutuel.—Winner: £15.40; Places:—£7.20; £9.80; £22.40.

Cash Sweep.—Ticket No. 829 1st. \$4,208.40

" 434 2nd. \$1,208.40

" 254 3rd. \$ 601.20

\$20 Tickets and Commission ... \$1,828.00

\$20 Tickets.—Nos. 1318, 412, 745, 263, 549.

## FINAL EDITION

THE "FINALE" STAKES.—Winner £250. Second £100. Third £50. For all China Ponies that have run at this Meeting and not been placed. Half a Mile.

Messrs. Albert and Arnold's Ding Dong (Mr. Harriman) 1

Sir Paul's Peerless Dahlia (Mr. Charles) 2

Mr. J. de Jong's Drako (Mr. Potts) 3

Eight starters. Won by a neck, a head between second and third. Time: 1 min. 09 secs.

Pari-mutuel.—Winner: £17.70; Places:—£6.50; £5.80; £10.50.



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### KOWLOON'S NEEDS.

#### TRAFFIC CONTROL AND TRAMS.

Several important matters were discussed by the Committee of the Kowloon Residents' Association at its meeting on Monday evening last, there being a very full attendance of committee members present.

Owing to the fact that the small route boards on the front of motor buses are difficult to distinguish by waiting passengers on the line of route, it was decided to approach the various motor bus companies asking them to make these indicators more prominent.

The general question of traffic control was discussed at length on several letters being received, and a letter has been sent to the Captain Superintendent of Police containing various suggestions aiming at improvement.

In line with what was said at the annual meeting of the Association, a Sub-Committee was appointed, thoroughly to examine the questions of shelter for rickshas coolies and the provision of public latrines.

It was decided to write the Government regarding its promise to consider the question of exhibiting a special signal at the Observatory whereby Kowloon residents will, in typhoon weather, know whether the ferry services have stopped running or not.

A petition was received from residents of Austin Avenue asking the Association to forward a request to the Government that the Avenue be treated with tarmac and thus put into a better state of repair than at present. It was decided to support the petition and

### JAPAN'S ROYAL COUPLE.

**SENSATION AT NIMADZU.**  
Tokyo, Feb. 22.—H. I. H. the Prince Regent and Crown Princess this morning went to Kyoto, where they will announce the consummation of their wedding at the Imperial shrines at Ise, Unbe and Monoguma. They stayed overnight at Nimadzu, where late last night there was great excitement owing to a serious fire burning down more than two hundred houses in the neighbourhood of the Palace, which, however, is safe. In view of the recent attempts at train-wrecking, the track was heavily policed.—Reuter.

address the Government accordingly. In order to acquaint the Government of the warm expression of opinion at the annual meeting of the Association that Kowloon residents do not desire to see a tramway system installed in the Peninsula, it was decided that a letter be sent, informing the Government that the wishes of residents would best be met if the future development of transportation facilities was restricted to an improvement in motor bus services.

The Committee also decided to communicate to the Government its opinion that the proposal to reposition the European Garrison on Gun Club Hill would result in an early repetition of the problem now confronting Hongkong, inasmuch as this land is in the very heart of what is destined to become the centre of commercial Kowloon. Several other matters of minor importance were also dealt with.

## HONGKONG SPORTS & PASTIMES (Seventh Series)



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### OPIUM SMUGGLING.

#### AMAZING SCHEME BROUGHT TO LIGHT.

(Our Own Correspondent)

Shanghai, Feb. 22.  
A scheme whereby more than half a ton of opium was sent through the Chinese Post Office here, including every month for more than a year, was discovered by the Settlement police. There are no arrests as yet.

It is alleged that each week, ten packages, each containing a catty of opium, were sent from Chungking. They supposedly contained fern root, a Chinese medicine.

An employee of the Post Office here, alleged to be connected with the plot, received the packages and turned them over to the local addressees secretly, before the Customs inspection. Later, the packages were re-made, and filled with fern root, then sent through the Customs.

The clerk here, apparently forewarned, quit work the day before the police sought him.

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3 132 { SEE AMID THE WINTER'S SNOW.  
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ROBERT FERBER LTD.  
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## EARLIER TELEGRAMS.

### PARLIAMENTARY SCENES.

London, Feb. 22.  
The result of last night's division in the House of Commons, which was the first critical division since the Labour Party came into office, was greeted with cries of "Saved by Tories!" "Baldwin, the new Coalition!"

A huge muster of Conservatives, responding to a special Whip voted with the Government. The Minority were entirely Liberals, plus one Labourite, and the Independent, Mr. Scrymgeour. Mr. MacDonald's explanation placated the earlier anger of his followers, with the result that they eventually voted almost solidly against the motion, though there were some who abstained, including at least two Clyde members. Fifty Liberals abstained, and twenty voted with the Government.—*Reuter*.

### LUSITANIA VICTIMS.

Washington, Feb. 22.  
Fifty-seven Americans receive approximately a million dollars under the first group of awards arising out of the sinking of the Lusitania.—*Reuter's American Service*.

### SUGAR PRICES UP.

London, Feb. 22.  
The Clyde crushed sugar market to-day advanced prices of all classes of sugar by threepence to sixpence a hundredweight.—*Reuter*.

## THEOSOPHICAL SOCIETY LECTURE.

### THE RISE AND FALL OF CIVILISATIONS.

At the usual weekly Public Meeting of the Hongkong Lodge Theosophical Society, Mr. J. Russell gave a most interesting lecture on the Rise and Fall of Civilisations, illustrated by numerous lantern slides. The main points of the lecture were as follows:

There are few persons who have never felt, at some time or other, the romance of history. When we look back with longing to the ages when human society was less rigidly organised, when life was more adventurous and picturesque, as in the feudal era with its clash and colour, in the golden days of the ancient Britons and further back, we might think that all this has passed away and that nothing remains but a colourless industrial civilisation which we are all helping to build and to improve. Yet science shows us that practically every form of human society ever fashioned by man can still be found existing on earth. Scientific research tells us its tale of the great changes which must have taken place in the formation of continents and oceans, and of the three existing human races, the Ethiopians, Mongolians and the Aryans. Something of the rise and fall of civilisations, we may know by the study of history, but in historical studies we see the past through a reflecting medium of time and tradition, and we can never be fully certain that our conclusions are not limited or erroneous; nor that our philosophy of life is true to facts.

### Theosophy.

Theosophy teaches us that more than 1,000,000 years ago there existed the great continent of Lemuria, which covered the greater part of the Pacific Ocean, Australia and South America and which was the home of the Lemurians, the third rootrace of humanity, which developed a mighty civilisation in its seven sub-races. Lemuria underwent great changes during the cyclic cataclysms and finally disappeared, leaving scattered relics in the numerous south sea island groups, the former snow-capped mountain tops. We further learn about the vast continent of Atlantis, which bridged the Atlantic Ocean from the western shores of Portugal and northwest Africa to North America, including a part of the latter in its boundary. The fourth rootrace of the Atlanteans, in the course of its seven sub-races, saw the most glorious civilisation of the world of those days, and its influence can be traced in the magnificent ruins found in Peru and in the pyramids of Mexico. Plato has left us some details about this interesting continent and the marvelous Atlantean civilisation. Atlantis was likewise subject to the cyclic cataclysms, which submerged part after part of the continent as outlined in the Great Plan of the Logos, and its last portion sank to the bottom of the ocean in 9564 B.C., within 24 hours, with all its 60 millions of inhabitants, as a Karma result of the terrible black magic and sorcery grossly practiced by them in their decadence. Deepsea soundings undertaken by scientific research corroborate, in a most interesting way, the story of the sunken Atlantis, giving a fair outline of its extensions and mountains, the present Azores being one of their highest peaks.

### Teachings.

Theosophy further reveals the history of the fifth rootrace, the Aryans, with its root-religion, the

Mother of all religions. Present day humanity has reached, in the Teutonic race, the fifth of its sub-races, of which there will be seven. The next will be the future American, whose chief characteristics will be a tremendous will-power and strong intellectuality, with awakening intuition, which will express themselves in cooperation, fellowship and service.

Theosophy teaches us the Law of the cycles and rounds, which is one of the most important in the whole theosophical system. Although Western investigators suspected for centuries that events move in cycles, they tried to square everything with materialistic science, due to their lack of belief in spiritual things, asserting that these cycles exist but, merely as periods of time, and that they scarcely have an effect on human and universal life. Theosophy shows us that Reincarnation, as well as Karma, is closely interwoven with the cyclic law. Individuals and nations in definite streams return in regularly recurring periods to the earth, and thus bring back into the denser physical world their arts, civilisations and tendencies, with the very persons who were once on it at work. Large bodies of such units reunite at different times and emerge again together in new waves and new civilisations on a higher level as the cycles roll their appointed round.

As the masses of the souls return by the cyclic law from their period of rest and assimilation in the higher mental world, the Christian "Heaven," with their past experiences transmutated into faculty and character, it must follow that all nations and civilisations will appear again on a newer higher level and, as a matter of fact, the ancient Romans and Greeks can be found out now and can be to a very great extent, plainly traced. The English today are in the main reincarnations of the ancient Romans. What is more characteristic of an Englishman than his sense of law and order, bound up with the "sacred rights of property"; the King being the Pontifex Maximus, the Head of the Church; with their colonies in foreign lands; with their instinct for good roads,—those built by Julius Caesar are good even today. The French show, in many ways, the characteristics of "the ancient Greeks. As Greece, by her gift of beauty, had become the home of art, so France, by her gift of precision and grace, has become the second fatherland of every lover of literature. Germany shows many of the characteristics of the ancient Phoenicians, renowned for their industrial initiative and commercial organisation, famous in the making of glass and dyes, which are well-known characteristics of the German people today. The present then is the reincarnation of the past. Out of India, Greece, Rome, Carthage and elsewhere the souls of the present individuals and nations have been drawn. In reality the civilisations we are proud of are only in their rudimentary stage. Like individuals, nations, races and civilisations have their days of happy youth, those of vigorous manhood, and their period of old age with gradual dissolution, reappearing again in their cyclic turn on a higher level, into new conditions of youthfulness.

In God's wonderful plan of love there is no wastage, neither is there eternal damnation nor death. Eternal progress is assured to all, with glorious attainment of every one and all to the God Consciousness, the Atman, with Him in the Spirit.

Those who know cannot but praise His Will and Love, and gladly with Him in others.

## NOTICE.

### NOTICE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED on WEDNESDAY 20th, THURSDAY 21st, FRIDAY 22nd and SATURDAY 23rd inst.

By Order of the Committee  
P. TESTER,  
Secretary.

Hongkong, 18th February, 1924.

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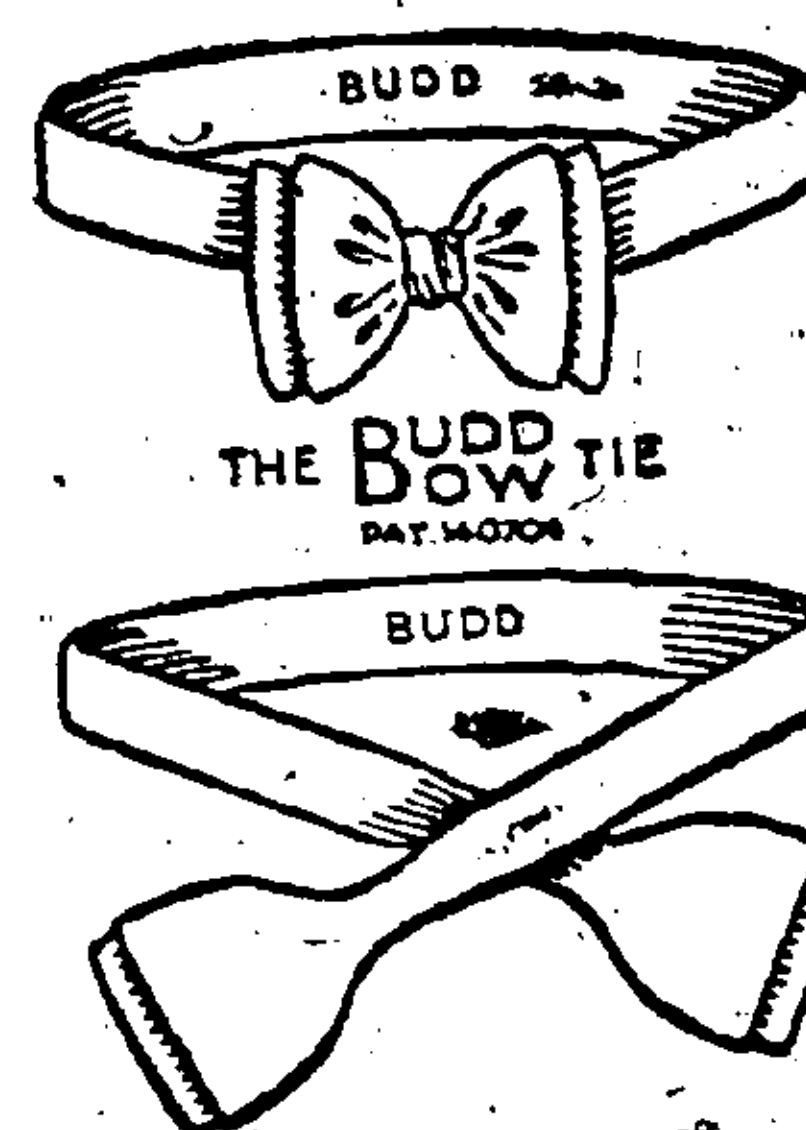
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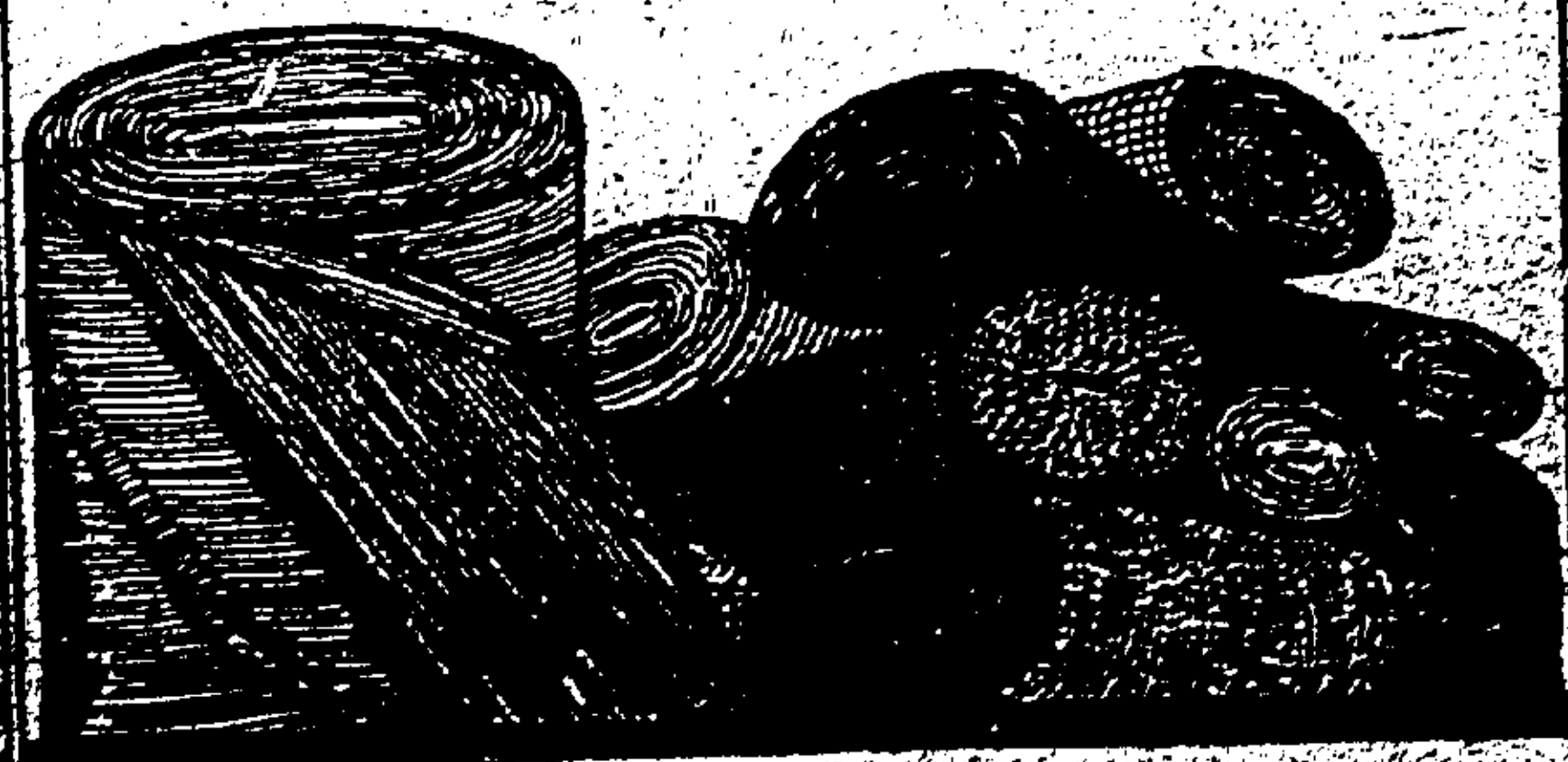
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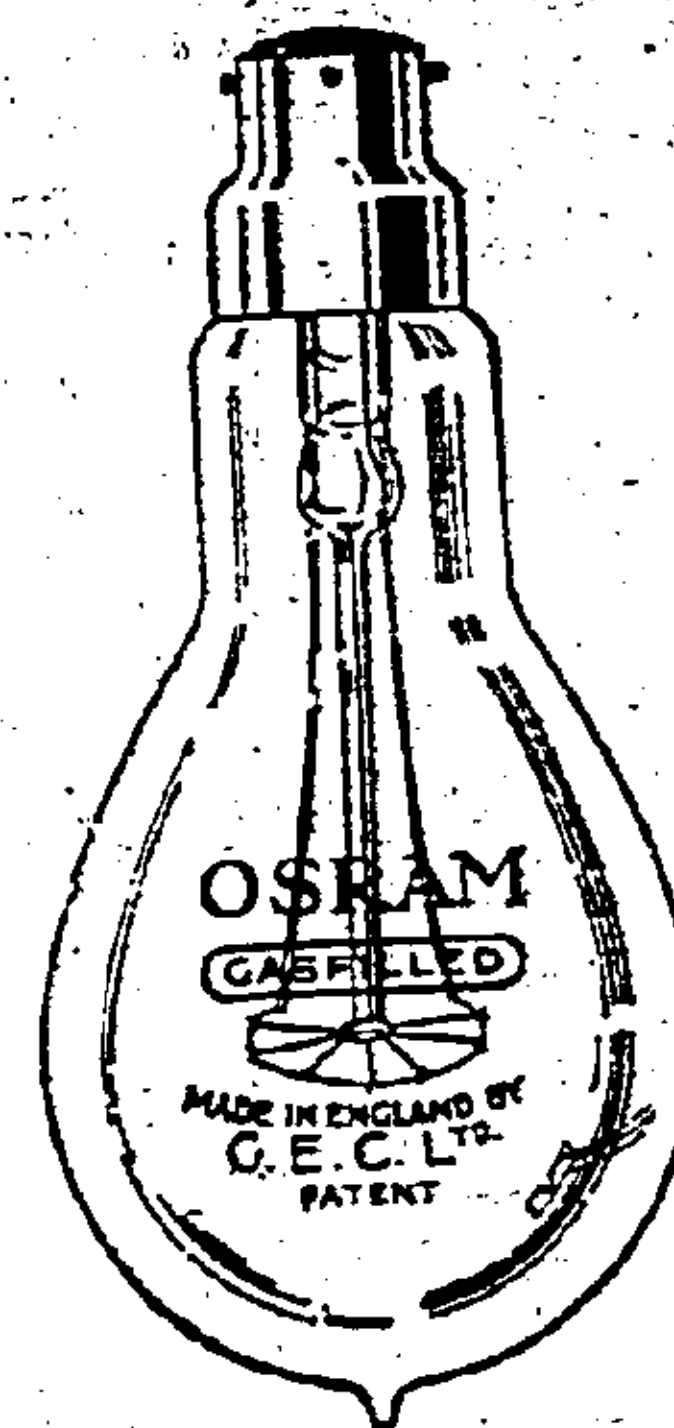
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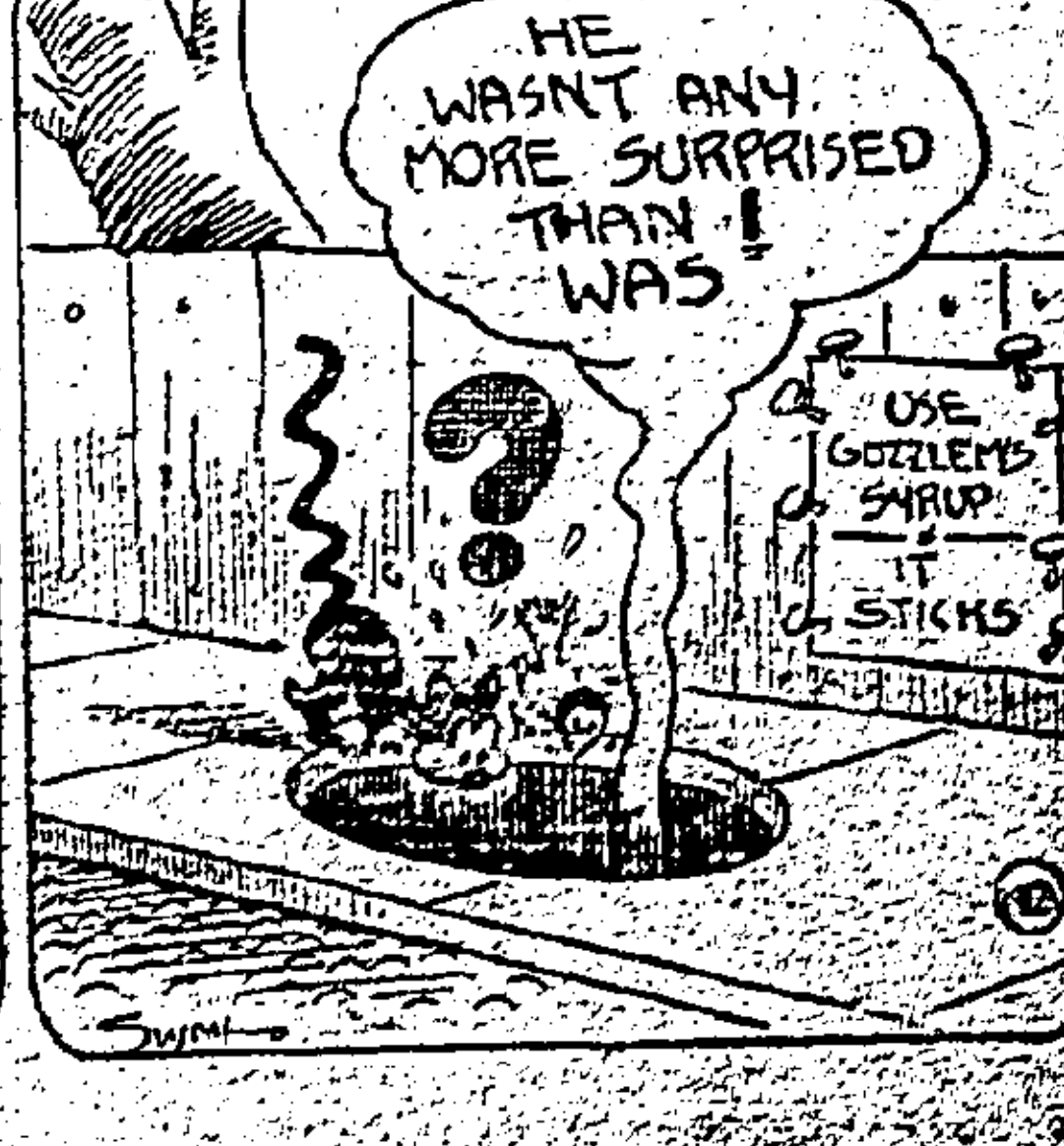
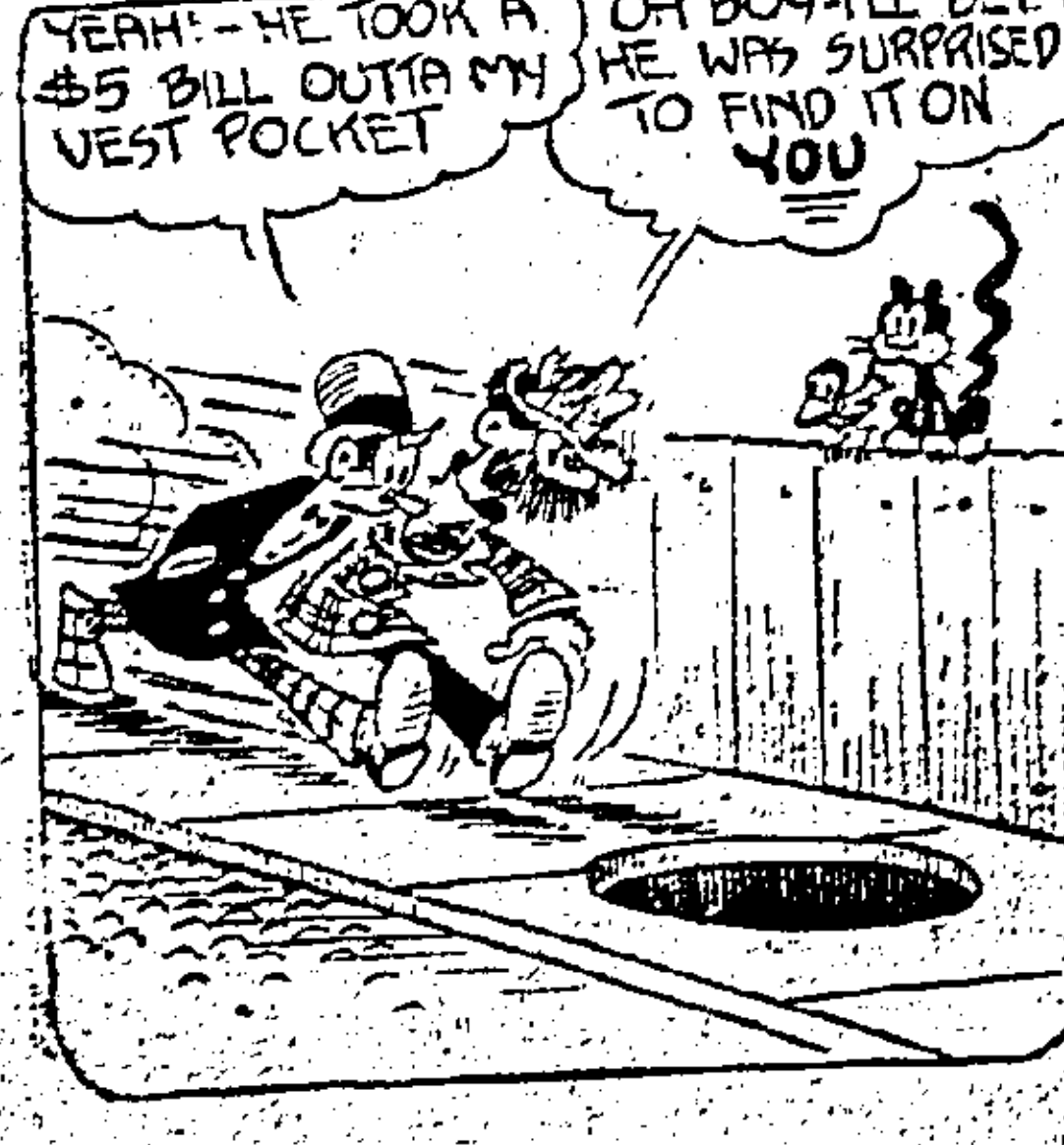
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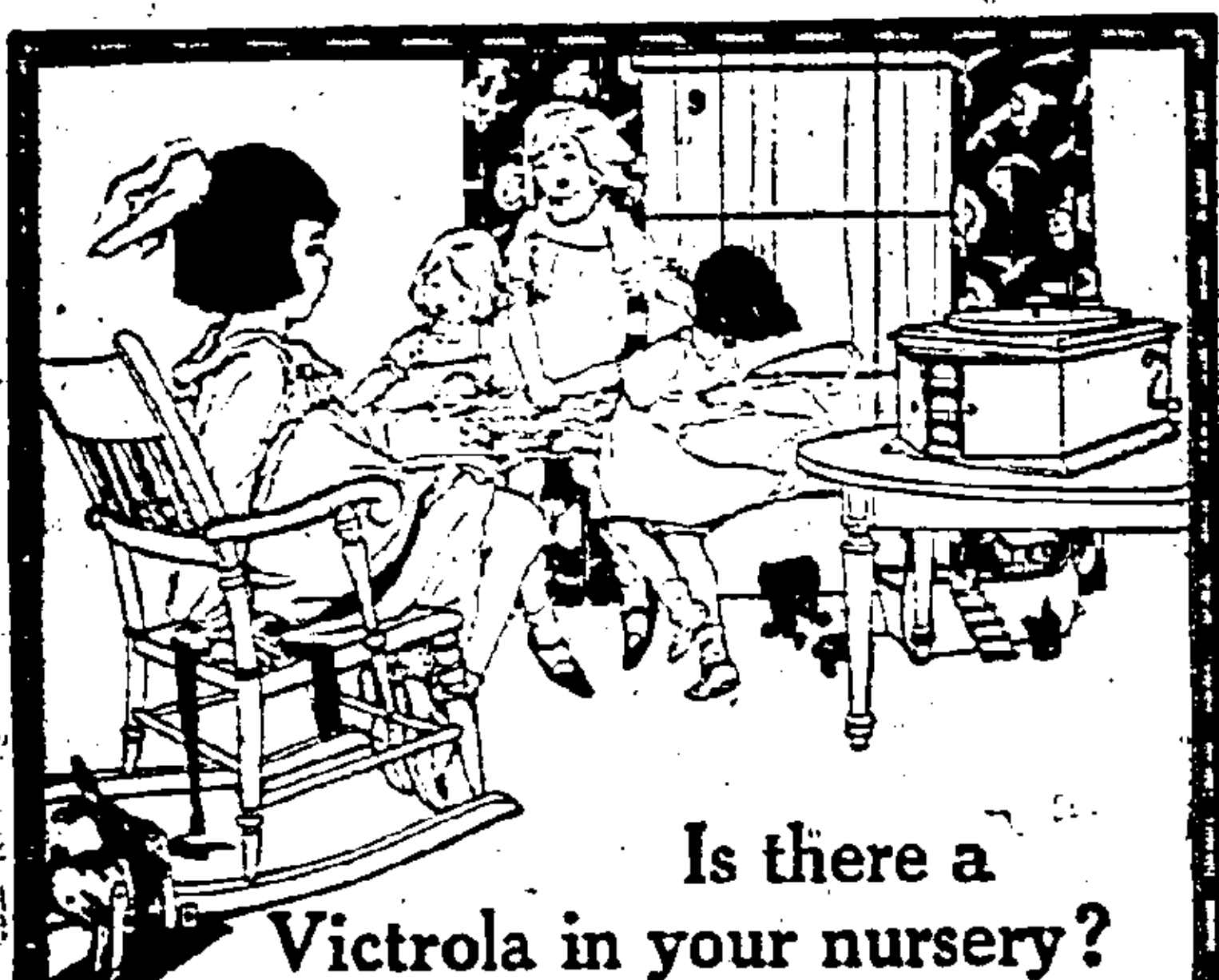
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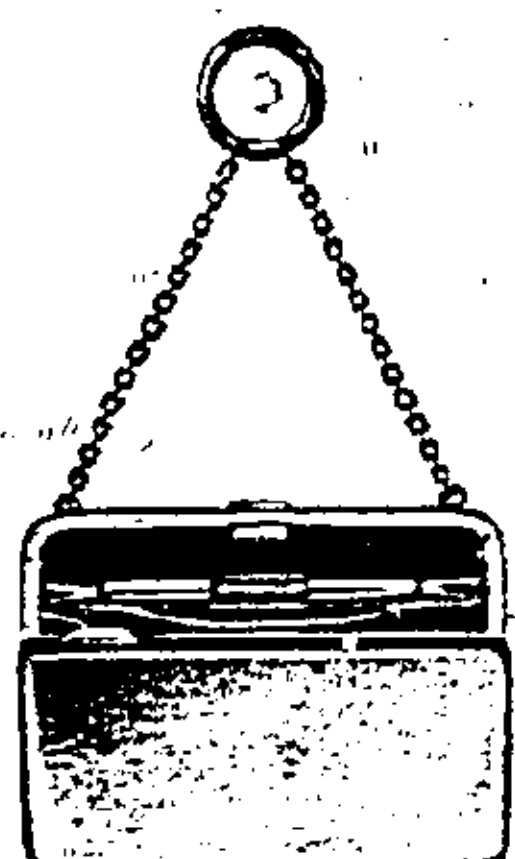
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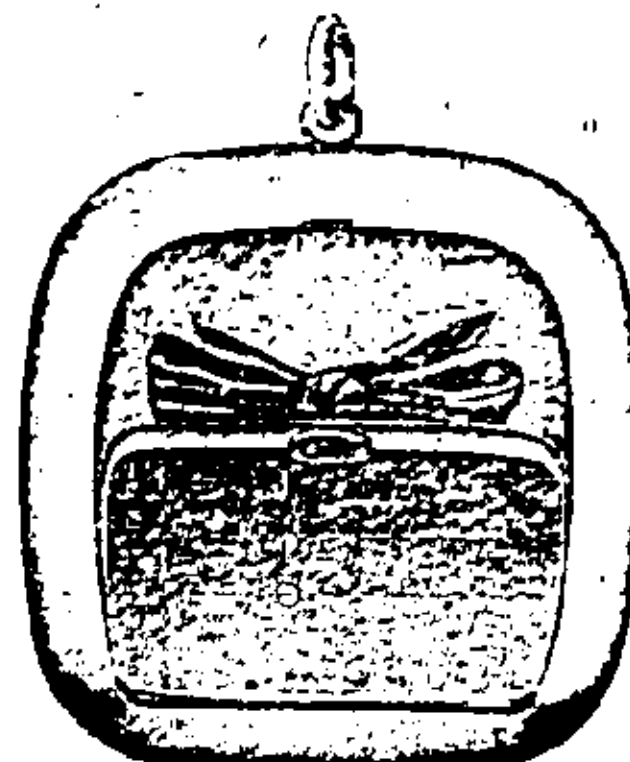
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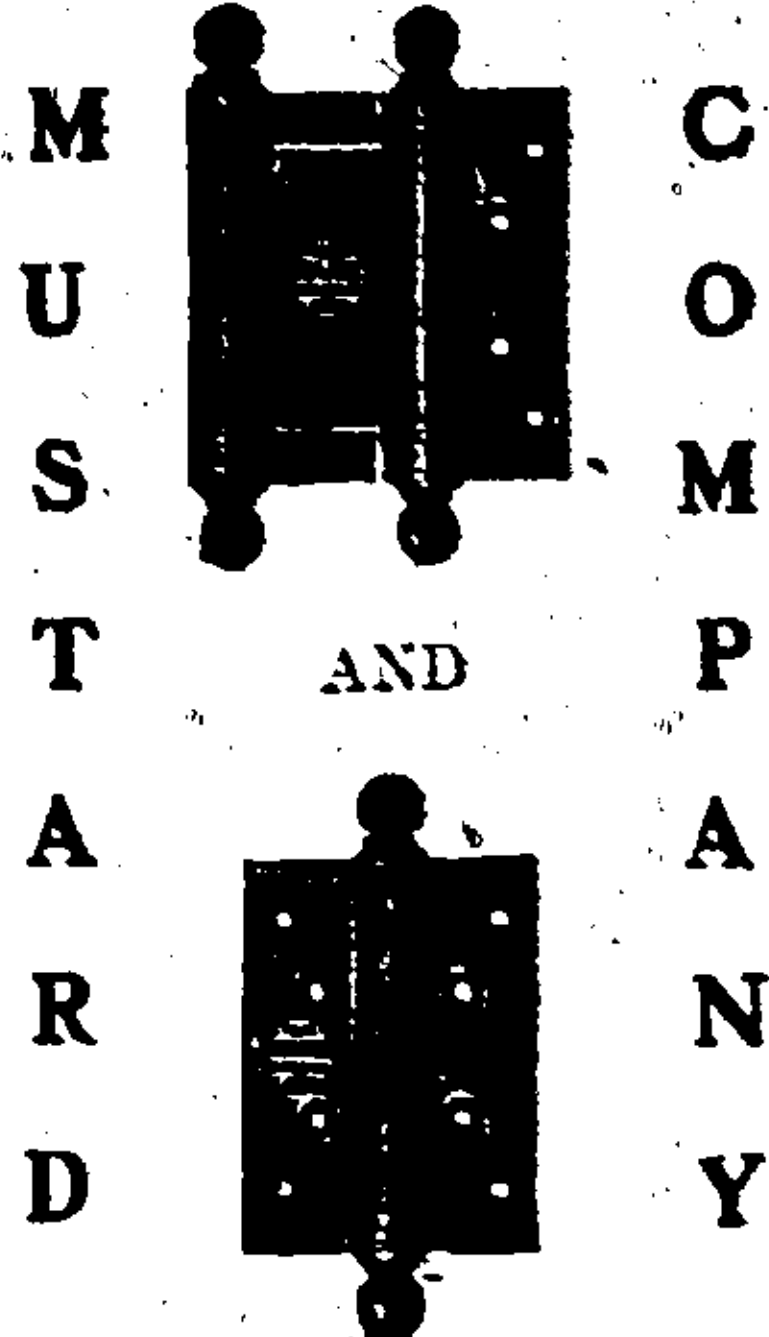
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## The Telegraph.

HONGKONG, 23rd Feb., 1924.

### LABOUR'S PLIGHT.

The Labour Administration is already finding the task of governing not an altogether easy matter. Being a minority party, it was inevitable that sooner or later it should encounter difficulties in carrying through measures of any importance. Its position in the political triangle is not an enviable one. If it comes forward with proposals which amount to a continuation of the policy of the late Conservative Government, it stands in danger of opposition from its own extreme left, to say nothing of the Liberals.

This point is well illustrated in connection with the Government's scheme for building new warships in order to relieve unemployment. This idea has, as might have been expected, aroused the ire of the pacifists in Parliament, whilst, on the other hand, gaining the support of the Imperialists. Brought forward not on grounds of necessity, but as one means of finding work for men now "out" or likely to be in the future, the proposal none the less comes somewhat strangely after the recent statement by the Under Secretary of State for the Air Ministry that the only adequate defence for the country is a change in the international atmosphere. This doctrine, as Colonel Seely has pointed out, would, if carried to its logical conclusion, lead to the disbandment of the Army and Navy. Yet within a few days of its presentation by a Labour Minister we have the Government urging the construction of more warships.

The issue has not yet been decided, and will not be until the Navy Estimates come up for consideration. It will be extremely interesting to see what happens then. If the relief of unemployment is the real motive, then we can very well see some of the Government members joining issue with the party and demanding that other and more productive means of attaining the end be chosen. Already a hint to that effect has been thrown out. The Government is certainly in a fix on this unexpected issue—if it favours more naval construction it is threatened with opposition from within; if it does the opposite, then the other two

parties may be found voting against Mr. Ramsay MacDonald in the division lobbies. As we say, the task of governing is not easy. Labour has no doubt already arrived at the conclusion that to oppose is one thing, and to propose quite another.

### Racing Suggestion.

If ever a Race Meeting has been held under trying conditions, this year's meeting surely is that one. Not only has there been a heavy rainfall on each day of the meeting so far, but the rains of the days previous had made a very sodden course and had dispersed quite a large proportion of Hongkong's race-goers. It is in connection with the state of the track that we would write to-day, for it is safe to say that never before in the history of racing here has the course been in worse condition. It had never fully recovered from the disastrous effects of the October floods, and with the churning up it has received these past three days it is more closely re-

sembles a mud bath than anything else. Time was when the grass track at Happy Valley was something of which the Jockey Club was proud, when it was a green and well-tended carpet. To-day it is but a quagmire. And the suggestion has been made to us that the course will never regain its former condition unless it is allowed to have a least a year's rest and constant care and attention. In view of the fact that many Gymkhanas are held during the summer months it is impossible to rest the grass course, unless a decision is come to to hold all this year's Gymkhanas on the sand track—a decision which it is suggested the Stewards of the Jockey Club should seriously consider. There would possibly be many objections raised by pony owners, and also possibly by riders, but unless racing is suspended on the grass track for many months it will never have a chance to regain its beauty. In many places the turf needs to be entirely relaid. We put the suggestion forward that Gymkhanas might be confined to the sand track this year—a suggestion which might be worth much or little.

### A Kowloon Necessity.

As will be seen in another column of this issue, the Kowloon Residents' Association has again written the Government on the question of the display of some special distinguishing signal during typhoon weather whereby residents need not have to journey all the way to the ferry before being able to discover whether the ferry services have had to be suspended or not. It is suggested that the signal should be hoisted at the Royal Observatory mast, from which point of vantage it would be visible to the majority of residents on the Peninsula. It would appear that when the Government was approached on the matter last year it promised to give it consideration so soon as certain alterations had been carried out to the mast at the Observatory, and the Association has now seen fit to remind the Government of its promise. So obviously convenient would such a signal be that its provision will have the very hearty support of all Kowloon residents. It is trying, to say the least, to journey to the ferry in really bad weather only to discover that there is no possible means of crossing the harbour until the weather abates, and it would be a great boon to be able to discover from a glance at the Observatory mast whether a venture out of doors would be fruitless or not. It should not be very difficult to devise a signal which could not possibly be confused with any of the existing signals, and it is to be hoped that by the time the summer arrives and typhoons are more likely to occur arrangements will have been completed whereby some signal will be ready to be hoisted.

### WOMAN'S £11,000 PRIZE LOTTERY SCHEME.

Five thousand lottery coupons were found by the police in a house at North Shields occupied by Henrietta MacGregor. When she was charged at the police court, the chief constable alleged that she was promoting a lottery with prizes amounting to over £11,000, but with no money behind. It was entirely her own concern, the officer added, and her husband had no knowledge of it. When told, he remarked, "It's a swindle."

### DAY BY DAY.

WITHOUT GOOD COMPANY ALL DAINTIES LOSE THEIR TRUE RELISH. AND, LIKE PAINTED GRAPES, ARE ONLY SEEN, NOT TASTED.—*Maxim*

Sir William and Lady Brunyale left by the Empress of Australia yesterday.

The French cruiser Jules Ferry came into port just before ten o'clock this morning, the customary salutes being fired.

Our advertisement columns contain an announcement regarding the first public recital by young Emil Danenberg.

His Excellency the Governor has appointed Mr. Thomas Julian Edward Gaisford-St. Lawrence to be his Private Secretary.

His Excellency the Governor has appointed Mr. John Sutherland McLaren to act as an Assistant to the Secretary for Chinese Affairs.

The Gazette intimates that the Government proposes to erect a public urinal in Kowloon at the junction of Austin Avenue and Kimberley Road.

The silk which left here by the P. and O. s.s. Macedonia on the 25th January was delivered in Marseilles on the 22nd February a.m., a transit of 27 days.

Resisting an attempt to snatch his overcoat from him, a coolie employed at the Kung On poultry yard at Smithfield was yesterday stabbed in a neck, receiving a rather serious wound. The thief, after this assault, made his escape.

Two big lots of Crown land are to be sold at the P.W.D. offices on March 10th. Both are situated at Ho Mun Tin, and they are described as Inland Lots 1736 and 1737, the respective areas being about 107,160 and 90,750 square feet. The aggregate upset price is \$197,910, or one dollar per foot.

The Gazette notifies that passengers to Indo-China, whether visiting the country or in transit, will not be allowed to disembark at any port unless their passports have received the visa of the French authorities at the port of embarkation. It is notified that the Government of Indo-China has given notice that in future, no exception to this rule will in any circumstances be made.

Alleged to have been surprised and beaten by the inmates whilst thieving outside the house, a Chinese was taken to the Government Civil Hospital yesterday from No. 25 Heard Street, suffering injuries now believed by the surgeon at the Government Civil Hospital to be a serious nature. An iron bar is stated to have been used to inflict the injuries and two Chinese are now in the custody of the police as a result of report sent in by the doctor.

### QUARRY BAY A.D.C.

#### "ANN" TO BE PRODUCED.

The Quarry Bay A.D.C. will present "ANN"—a comedy in three acts, by Lechmere Worrall—in the Tai Koo Club on Wednesday, 27th inst., in aid of the Ministering Children's League.

The story of "Ann" deals with the trials of a rising young novelist whose first novel has become one of the most widely discussed books of the year. An American woman critic, "Ann," attacks him in a newspaper and roundly slates him on his "Appalling ignorance" of women. The novelist—an extremely shy, self-conscious Englishman—then decides to learn more about the opposite sex in order that he may write better. His proposal to a Canon's daughter, by an extraordinary method, his acceptance, the endeavours of Ann to interview him, the subsequent breaking off of his engagement and the final awakening are among the most diverting moments of the play.

The comedy was first produced in June, 1912, at the Criterion Theatre, London, by Sir Charles Wyndham and Miss Mary Moore and afterwards transferred to the Court Theatre, London.

The novel "Ann" by Edgar Frere—author of "Rebels"—is an adaptation to the play and is dedicated to the original producers.

The Quarry Bay A.D.C.'s production will be in the hands of Mr. W. Robertson and the cast among old favourites will include some new talent.

## Bulls and Inners

### From the Office Butts.

There is no truth in the story that sluice gates will next year be provided at the racecourse.

We are pleased to record that on the morning following the Oxford and Cambridge dinner, none suffered from the blues.

This week, Fate has been busy knocking the "S" out of "Sweep."

For the past four days Ice House Street has been open to traffic.

Some of the people who saw "The Nine o'Clock Revue" last night were behind time.

Bachelors attending the Leap Year Ball should be careful what they say. Women are liable to leap at conclusions.

We suppose if Senator Fall comes to grief over this oil lease business, the papers will head the story "Why Fall Fell." Possibly they'll explain that he slipped on oil.

Pluck is said to be the secret of success on the local Rialto. The reckless one on our staff is prepared to pay a small premium to be initiated into the best method of plucking.

A honeymoon couple in a way-back town in the States started out on horseback. A bride tour.

A contemporary refers to local damsels as "delightful pictures." Hand painted?

In the same paper the town of Bathurst announces the slogan of "Bathurst for Beauty." Why not "Bar-thirst for Booze?"

It's cheaper to get your hair cut than waved.

A lot of the Bull we read isn't John.

The Shanghai War Memorial has just been unveiled. We expect the contractor got tired waiting on his money and took a chance.

If a sweep takes steak after staking a stake, how many steaks could a sweepstake take if a sweep's stake could stake steak? ???

A weather forecaster in one of the Home observatories has resigned. We suppose the climate didn't agree with him.

Atty Arbuckle is now a movie director under the name of Will B. Good. Which remains to be seen.

After the Beckwith Bell came the Backwith Bowl.

The Dock is a good place for some of them to be struck.

MacWhirter is peeved. Men-of-war in the harbour dressed ship the day after his birthday.

The Commonwealth Shipping Line boasts of its independence. Probably because the ships are given so much latitude.

A Kowloonite recently complained to us about the nocturnal meetings of cats on his garden wall. It's not the cats he objects to, but the waul!

Home Note: Ladies with permanent curls are warned against reading murder stories.

All these kids learning the piano nowadays, is another cogent reason why there should be reservations all round.

An American prohibitionist states that some people will sell their souls for "bootleg" whisky. Seems a fair exchange—souls for spirits.

A strike is reported of a church choir in the North of England. Suppose the vicar will have to take his chants for Sunday's singing.

The ponies are all right once a year, but it's the human race the newspapers depend on the rest of the time.

We hope the cost of these oil scandals won't mean more than 40 cents on the gallon.

Was it a case of piracy or "onlies" a scare?

From a gramophone record advertisement—

"Dearest," "When will I know?" It sounds rather intriguing, anyhow.

The most interesting race at this week's meeting was undoubtedly the human, and the closest was the "run in" for the Champion Sweepstake result board, when something like 999 people dead-beated for first place.

In a recent divorce case at Home, the petitioner stated that "his wife was an acknowledged beauty, but a terror to talk." Evidently a case of "a thing of beauty is a law for ever."

The latest craze threatens to become known as "Condensed Art." Must refer to the pictures on the milk tins.

The "Rialto Plate" should be an obstacle race on broncho-busters, confined to broker-jockeys. They get "over the fence," easily, don't object to "bucks," excel at "corners," and are quite expert at "saddling."

The change of moon brought neither better weather nor luck.

To every man his choice. Some prefer arsenic, some jumping into the harbour, others again, challenging Knute Hansen.

At last we have discovered the reason for that banana song in the States. Just a boost for the national game—makes any man slide to his base!

At the next Hongkong dog show we purpose exhibiting a canine which is half hunter and half setter. Half it's time it's hunting for bones and it sets when satisfied.

Two ways of getting rich: Winning a sweep at the Races and getting wrong change at the Bank.

What about a race for Ford tractors at the Valley next year?

We read an article the other day about "the Sun's Motion," referring, of course, to the speed of the sun.

Owing to an alleged discourtesy on the part of the P.W.D., Mr. Carter closed the tomb of Tutankhamen and abandoned work. Very childish! Even his mummie would probably ejaculate "Tut tut!"

The mark is worth something, whereas thousands of bits of paper for which Hongkong folk have paid \$10 apiece are now only useful for pipe-cleaning purposes.

Home Hint: Do not treat a cockroach (thank goodness they've spelt it right this time) with indifference or he'll get mad and go back home and bring all his friends.

We suggest that the City Hall library devote a section to a selection of the best 500 Books on how to play Mah Jongg.

The philosopher who is reported as saying no new crime has been invented in a thousand years hasn't heard many of the new popular songs.

Someone has invented a "lie detector." Every married man has one already.

Fishing is better than golf because you don't have a handicap.

A doctor states that "bad-tempered persons are the most susceptible to disease." In other words, the surly bird catches the germ.

Perverved Proverbs: The higher the share, the lower the dividend. Who wants the dividend anyway?

Dynamite smuggling is a business which requires careful handling.

"Poincare will not discuss domestic affairs." The possible effect of petticoat government.

Note to the newly wedded: When she fills a hot water bottle to keep her feet warm, the honeymoon is over.



## PROTECTING TENANTS.

## FURTHER AMENDMENT OF RENTS ORDINANCE.

## NOTICES TO QUIT.

The Gazette contains the draft of a Bill further amending the Rents Ordinance, which it is proposed to introduce into the Legislative Council on Thursday, 28th February. This draft differs only in clause 4 from the draft which was published in the Gazette of the 15th February. The reason for the alteration in the draft is as follows:—

Clause 4 of the Bill applies only to what are called "current" notices to quit, i.e., notices to quit, on the ground of intended reconstruction, given before the commencement of the proposed Ordinance and still unexpired at its commencement. The draft of clause 4 which was published in the Gazette of the 15th February provided that such current notices to quit should be invalid unless, before the expiration of the period of the notice, the lessor obtained a certificate to the effect that the intended reconstruction was desirable. This would be sufficient if one could be sure that lessors would apply promptly for certificates, but some lessors, possibly through negligence, may delay making their application until towards the end of the three months period, thus keeping the lessee in doubt as to whether the notice is to be valid or invalid at the end of the three months. The new draft of clause 4, therefore, provides for the invalidating of current notices in a second way, and under it current reconstruction notices to quit will become invalid, not only upon the failure of the lessor to obtain a certificate of desirability, but also upon the lessee obtaining a certificate of undesirability, i.e., a certificate that the intended reconstruction is undesirable. This gives the lessee an opportunity of taking steps himself in order to obtain an early decision on the question.

An apprehension has been expressed on the part of the tenants that certificates of desirability may be applied for and obtained without their knowledge, so that they may not know up to the last moment whether any certificate has been obtained, and it is pointed out that there is no provision in clause 4 for the service of the certificate on the lessee. The question of providing in the clause for such service has been considered, but there are difficulties in the way, and it is thought that the point will be met sufficiently by the adoption of the following procedure. If a certificate of desirability is granted to the lessor, the Building Authority, or the Governor-in-Council as the case may be, will endeavour to communicate the decision to the lessee as soon as possible, and will, in any proper case, endeavour to communicate with the lessee before granting a certificate of desirability.

## "ON LEE" MYSTERY.

## NOT SOLVED YET.

A number of the men detained in connection with the report of a piracy having been attempted on the Kongmoon steamer On Lee are still in police hands awaiting their turn for examination.

Some sixty of the passengers were brought ashore on the arrival of the vessel, and throughout yesterday, one after another they were put under an examination, and, with the exception of a dozen whose turn had not come, they succeeded in proving their bona fides to the officers, eventually being released.

The results of the investigations have so far not disposed of all doubts of a piracy having been attempted. The On Lee has been released from the naval anchorage and now lies alongside the Company's wharf.

## HOWLER HISTORY.

## The Bisecting Angels.

Once more British schoolboys have provided a hearty laugh by their unconscious humour. The "howlers" quoted in the *University Correspondent* are as delightful as ever.

Mistakes in history, geography, grammar, and literature are not always humorous merely because they are anachronisms, but are often based upon the misunderstanding of a word. Thus:—

"Bearded like the pard" means with a beard like a clergyman. The inflammability of the Pope was proclaimed in the Vatican decrees.

There is a real pun in the following play on words which one schoolboy made. Asked "Where do we find mangoes?" he answered, "Where woman goes."

Pieces of hitherto unknown history from the juvenile mind include these statements:—

Bunyan was the inventor of the Nonconformist religion, and also wrote the Pilgrims' Chorus. In 1620 the Pilgrims crossed the ocean, which is known as the Pilgrim's Progress.

Charles I. was going to marry the Infanta of Spain. He went to see her, and Shakespeare says he never smiled again.

During the war of American Independence Lord Northcliffe wisely gave the Irish Volunteers Home Rule.

Account of the Feudal System.—William the Conqueror was thrown from his horse and wounded in the Feudal System and died of it.

One can trace the hand of genius in the following "howler":—"From Australia we get wine made from a bird called the emu."

Of the funny mistakes in foreign translation these take some beating:—

Tout a fait.—All on the make. Joie de vivre.—Whiskey. Expertus vacuum.—An expert in cows.

PRUNES AND PRISMS. The music hall song is to be observed in this howler:—"A prism is a kind of dried plum. People say 'Prunes and prisms.' Oxford and Cambridge will be flattered to know that 'An undergraduate is (1) a person not up to the mark, and (2) a lower class of board school.'"

Listeners-in will also be interested to learn that "Marconi is used to make delicious puddings."

Among the political howlers are:—

The British Constitution is a sound one, but on account of its insolent position it suffers from fogs. We are confronted with a choice between Free Trade and Detection.

How true is this fragment from a schoolboy's essay:—"When walking the motorist is a nuisance, but when riding the pedestrian is too often in the way."

But it is when we come to science that the educationists must shout for help. Tolstol, it appears, invented the X-rays by accident, and "geometry teaches us to bisect angels."

What requires a little more thinking about is:—

A solid is that which has no space under the circumference. A magnetic force is a straight line, generally a curved one, which would tend to point to where the North Pole comes.

The tightness of a string is equal to the square of the density.

If two triangles have two sides of the one equal to three angles of the other, each to each, to which the opposite sides are equal, that is to say, the triangles shall be equal in all respects.

Isosceles triangles are used on maps to join up places with the same weather.

## BACK AGAIN.

East again—East again;  
I go the same old rounds;  
Back again—Back again;  
I hear the same old sounds.  
I smell the smells—I see the sights,  
I live through all the same old nights,  
I call down umpteen thousands blights  
On that which called me back.

East again—East again;  
What is the subtle pull?  
Back again—Back again;  
I'm just an outside fool.  
I hate the sound, I hate the scent,  
I hate the whole d—d Orient;  
I'm sure I do, and yet I want,  
When something called me back.

East again—East again;  
I'm hoodwinked by it all.  
Back again—Back again;  
The old insistent call.  
This time I'll win the crock of gold  
This time "mine to have and hold"  
This time—Alas! the story's old  
I'll always be called back.

JINGLE.

## KOSHER RESTAURANT.

## Wisdom of Food Regulations.

Considering how keen is the love of the theatre among the Jews, the management of the Tuscan, now re-opened as a "kosher" restaurant, should attract many playgoers to their handsome establishment in Shaftsbury Avenue. Also the non-Jewish epicure will find the cuisine worthy of his attention.

Many of the advantages of "Kosher" cooking were described by speakers at the opening dinner. Sir James Cantlie was enthusiastic in praise of the laws laid down by him who is now frequently referred to as "Dr. Moses, the First Medical Officer of Health." He drew a terrifying picture of the horrible results attending the Gentile practice of consuming milk (not butter) during meals.

The Tuscan aims at following the Mosaic ordinances in every detail. Oysters have no place in the menu because shellfish are barred. Turtle likewise is not for self-respecting Jews because it comes under the heading of reptiles. All aquatic animals without fins or scales are rejected. Likewise, the cosmopolitan must not expect a camel-steak. Meat must be home-killed and pass a strict examination.

But there is no culinary prejudice, for the Christmas pudding was served at the opening dinner, and called forth a good story from Sir Stuart Samuel. The hero was at a banquet given by a wealthy Jew to the poor of his race. The guest, having eaten his fill, wrapped the pudding in a piece of newspaper. When reproved, he answered, "Our host likes to see his good works in the Jewish Chronicle."

Mr. Praeger, the Tuscan's manager, is late of the Pommes d'Or Hotel, Jersey, and the Holborn Viaduct Hotel.—*The Fra.*

## TO-DAY'S MISCELLANY.

Sir William Bragg, Fullerton Professor of Chemistry, made a good beginning of his Christmas lectures "Concerning the Nature of Things" at the Royal Institution. There were the usual crowded audiences of boys and girls, with elderly people in the background; old and young equally interested. Sir William said that there were 90 different kinds of atoms, and all things in the universe were built up of them.

"Wrapped up in those 90 atoms," he declared, "is all the wonder of the world." This doctrine had been held for more than a century, and was the basis on which the science of chemistry was built. But the subject was at least 2,000 years old, dating from Lucretius, though in the last quarter of a century, two new agencies had been discovered which enabled us to acquire a far deeper insight into the structure and properties of the atom than had been possible previously.

Those were radium and the X-rays. With the aid of an instrument invented by Mr. C. T. B. Wilson, the flashes of helium from a particle of radium were shown in a cinematograph picture. The flashes appeared as white lines on a black ground.

She Lied—She Cheated—She Loved—She Deceived—  
She Preyed—She Fought—She Schemed—She Laughed—  
She Paid—She Gave all to do The Bidding of Her  
Husband!

Was She Wicked? Was She Justified?

See It and Find Out.



"T.B.M." DOROTHY REVIER

IN THE

"Broadway  
Madonna"

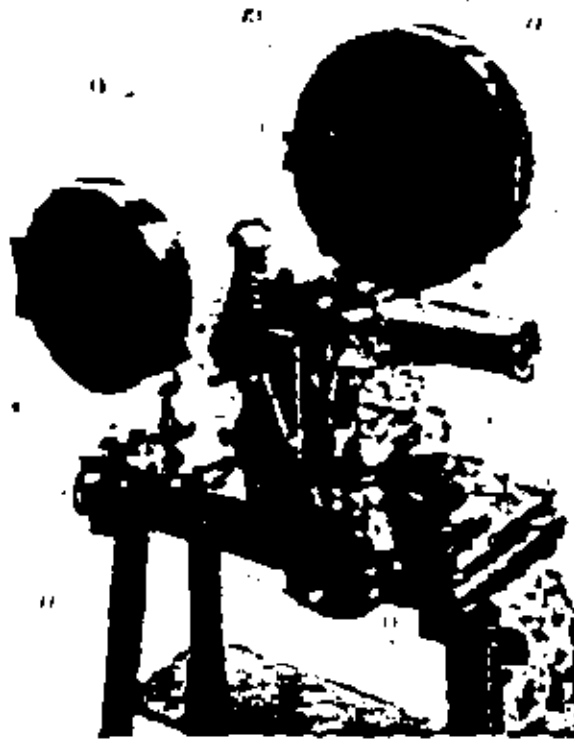
WORLD

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## ARMADILLOS AT ZOO.

## Two New Specimens Received.

The London Zoo has purchased two new armadillos, interesting examples of this very distinct and curious group of mammals. Pebas armadillos range from Texas to Paraguay. They attain a length of about 16 inches, exclusive of the tail, which is nearly as long as the body. Both fore and hind limbs have long claws, four in the case of the hand and five on each foot. The eyes are small and very bright, and the long pointed ears are closely set together at the roots. The characteristic feature of their structure, as in other armadillos, is that the skin is set with a number of bony plates forming a complete but flexible cuirass for the body, and the animals can roll themselves up so as to protect the softer under parts.

Armadillos frequent very different kinds of ground, but on the whole prefer soft, rather sandy soil, favouring specially ground

near river beds or swamps. They run actively, and also burrow, although they more frequently enlarge natural cavities. Their flesh is palatable, and they are eagerly sought as food, a rather strange fact, as their own diet consists almost entirely of carrion, which they take greedily even in a very advanced stage of putrescence.

As is well known, the several species of armadillo which still exist, are the degenerate descendants of large animals extinct within times so comparatively recent that sub-fossil remains have been found with gelatine and fatty matter still preserved in their skins. From time to time rumours have spread as to the existence of some giant armadillo recognized by the large size of its tracks. No exact confirmation, however, has ever been received, and the largest living species, known as the "giant" armadillo of the forests of Turin and Brazil, is not more than a yard in length—a pigmy in comparison with its extinct predecessors.

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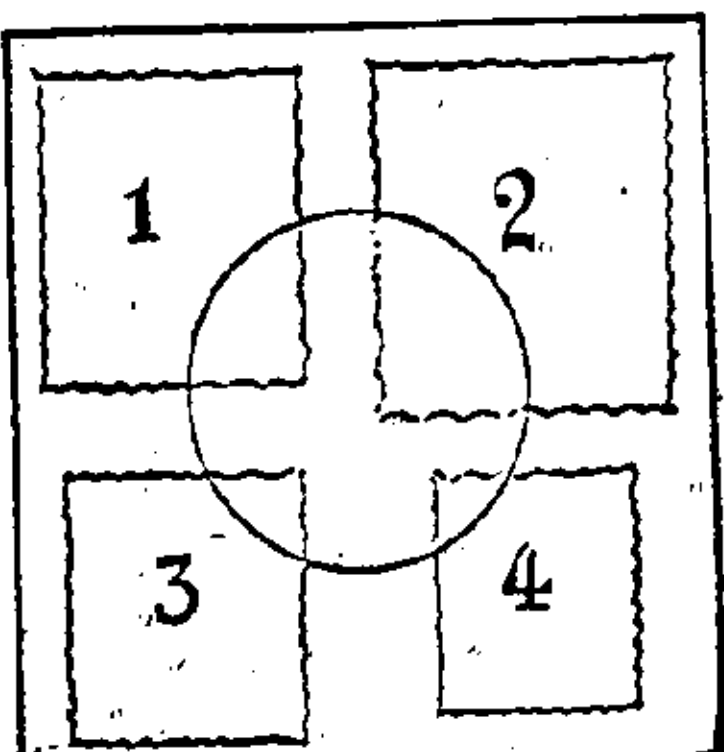
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## TEASERS



No. 6.—A Coin and a Postage Stamp.

The circle in the center of the diagram is just large enough to fit around a certain United States coin. Study the diagram for about ten seconds and see if you can estimate what coin will fit the circle. Do not test it with a coin until after you have made your estimate.

Take about twenty seconds to study the four rectangles. One of them is the exact size of a United States two-cent stamp. Estimate which one you think is the right size.

## Yesterday's Teaser

The circumference of each circle and the line beside it corresponded as follows: Circle A, line 3; Circle B, line 6; Circle C, line 2. To name all three correctly is exceptional; two, very good; one, good. The best way to rate the test is as follows: Every circle and line correctly named counts one point. One line away from correct counts 2; two lines away counts 3, etc. For example, calling B equal to 5 counts one point; equal to 4, two points; to 3, one point. The lowest possible total of points three is exceptional; 4 is very good; 5 or 6, good; 7, average; above 8 is poor.

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Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

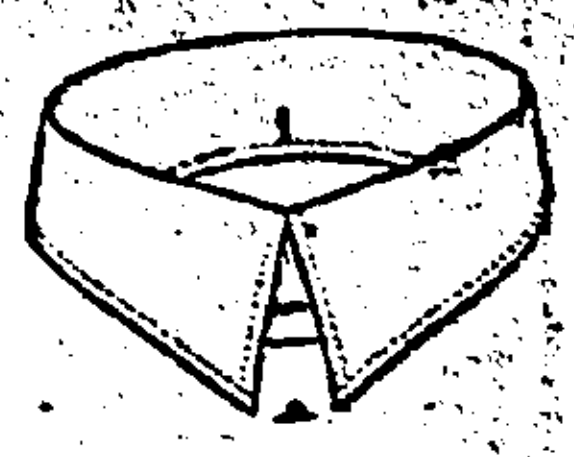
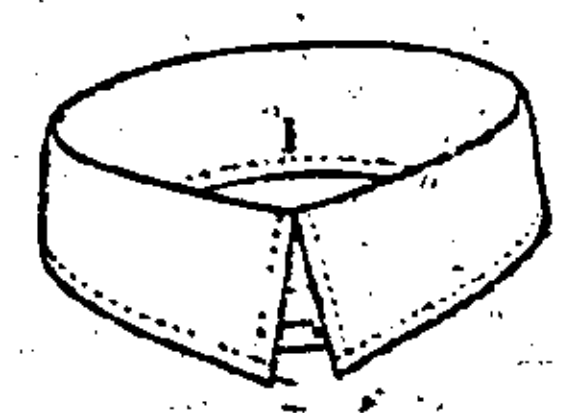
Skippers	...	...	\$1.20
Pinnace Navy Cut	...	...	\$1.20
B.D.V. Mixture	...	...	\$1.30
Cordangan	...	...	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney, Parson's Pleasure, Punch Bowl, Army Mixture all to	...	...	\$1.50
Ardath	...	...	\$1.40
Vafiadis Egyptian Cigarettes reduced to non plus ultra	...	...	\$1.40
La France	...	...	\$1.40
Dames	...	...	\$1.40
Superfines	...	...	\$1.30

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Fancy or Evening Dress Optional  
Late Car to Peak 1 a.m.  
Tables may now be reserved.

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# ECONOMY SALE.

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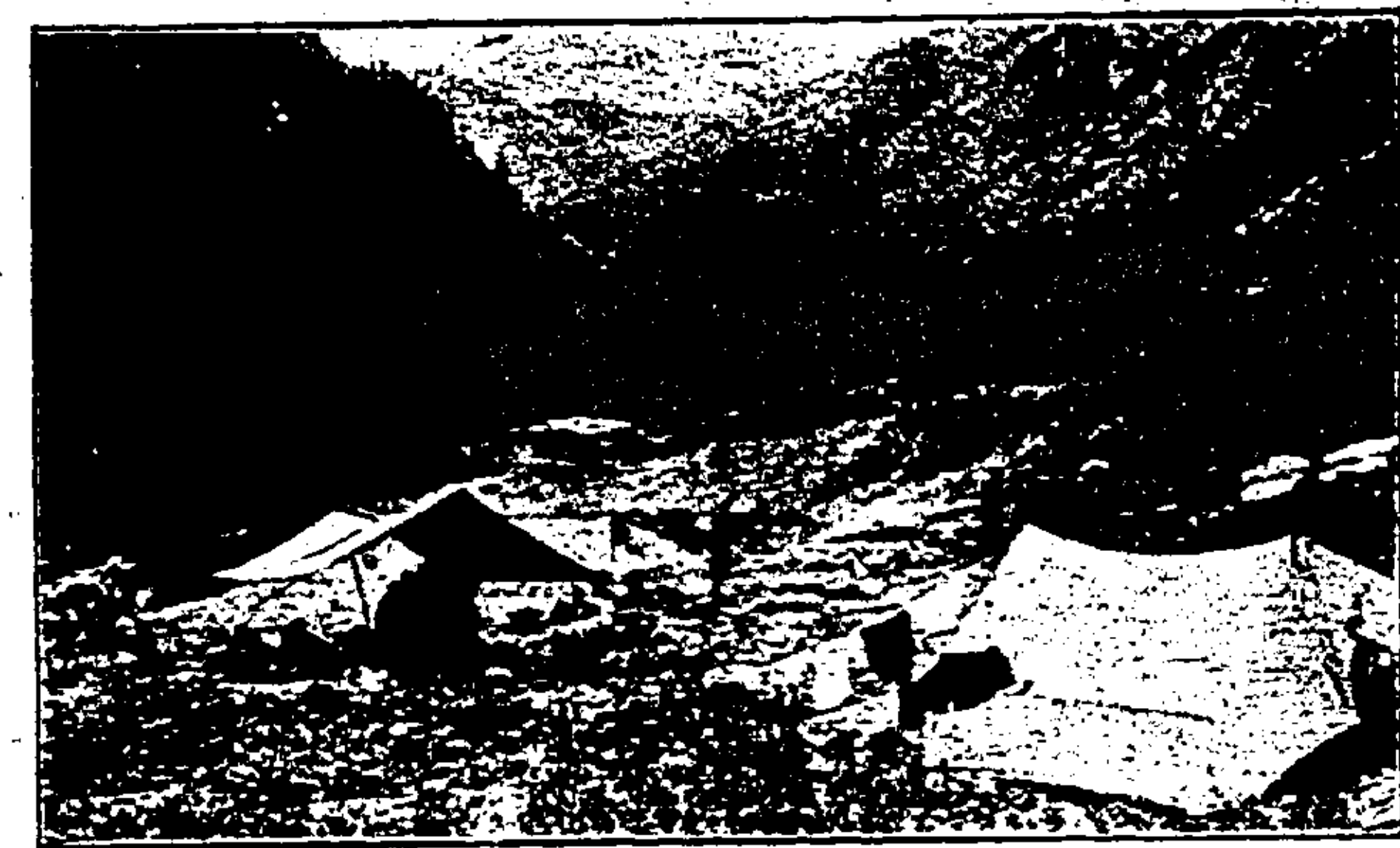
# CAMERA NEWS.



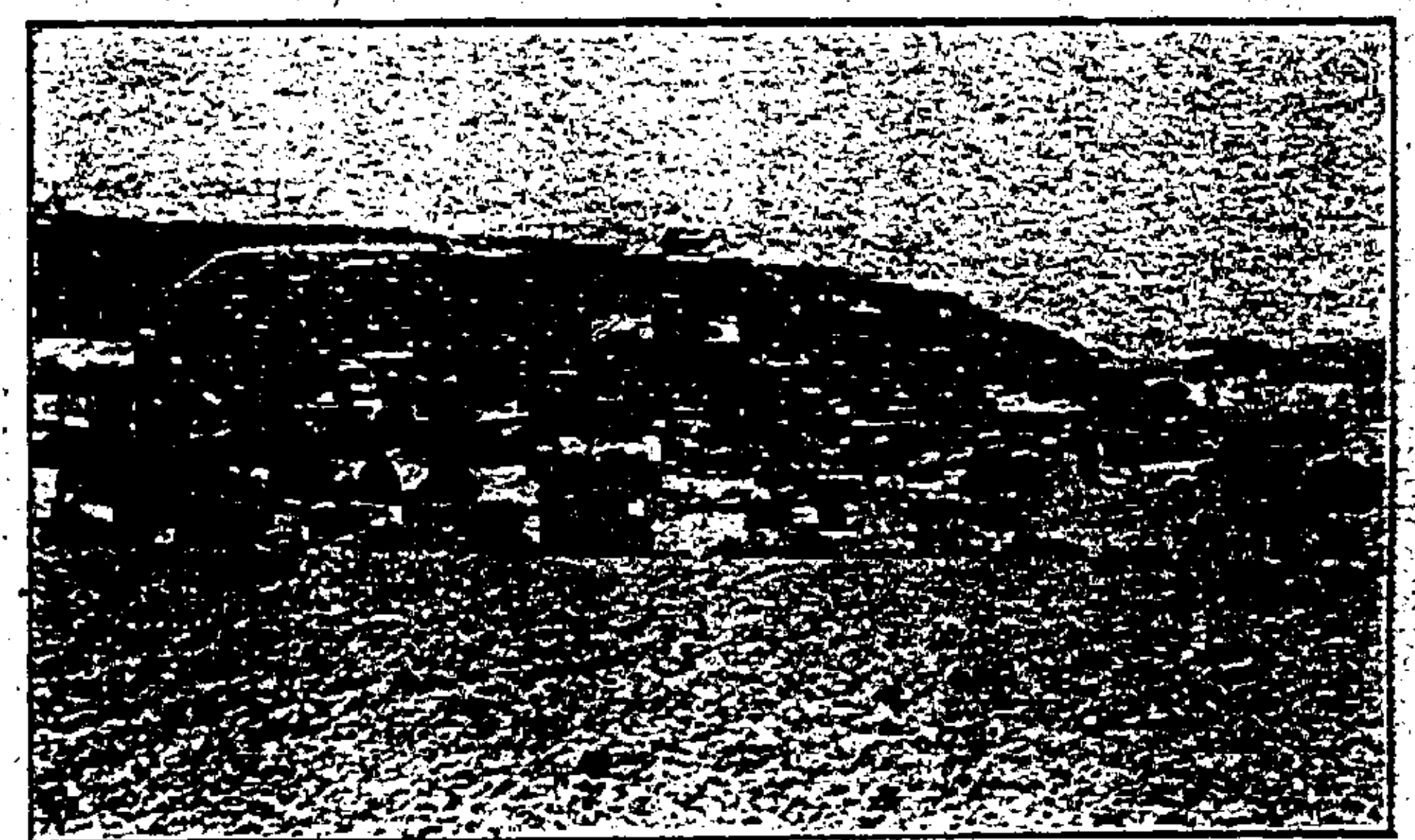
Group taken at wedding of Lieut. R. R. Beauchamp, R. N., and Miss Millicent Nicoll. Photo: Ming Yuen.



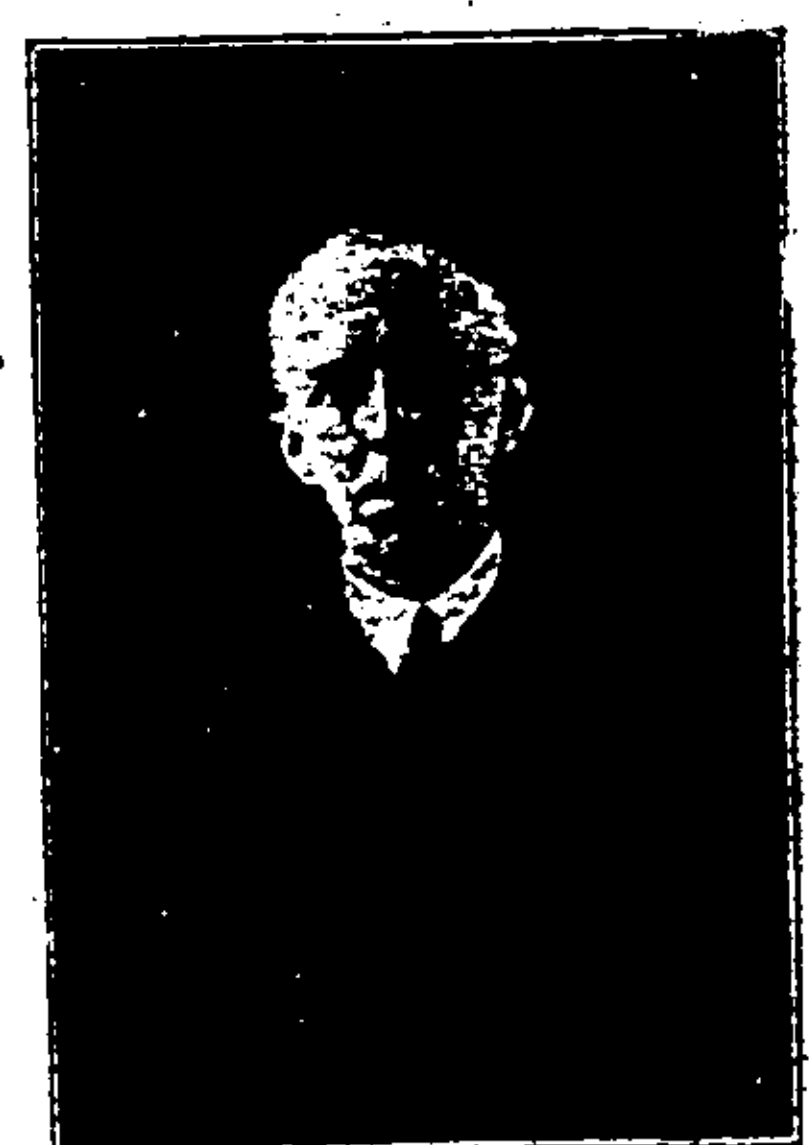
This photo by Dr. Thompson shows the main road by the River Mekong.



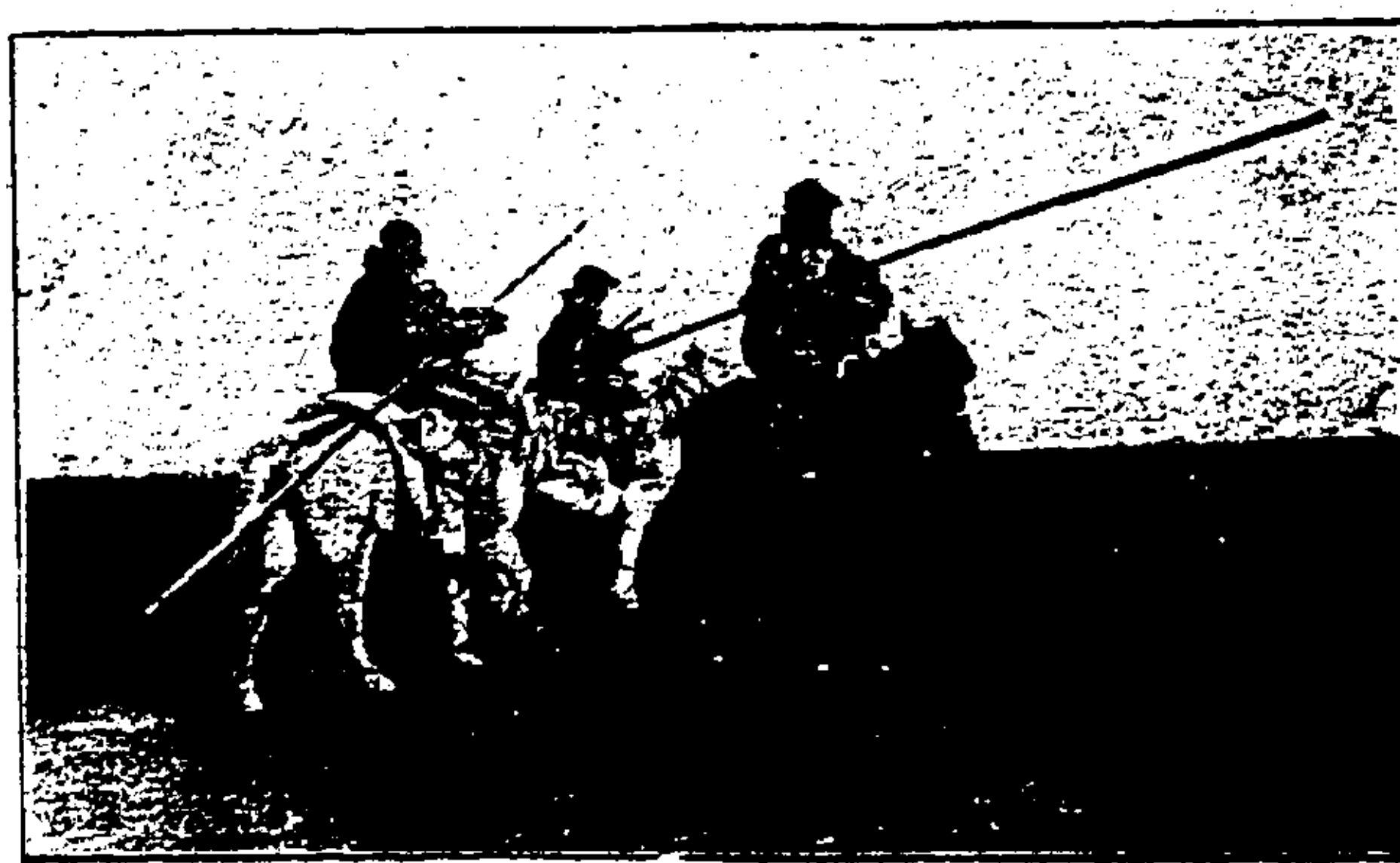
Where Dr. Thompson camped: at the beginning of the Washih country, Tibet border.



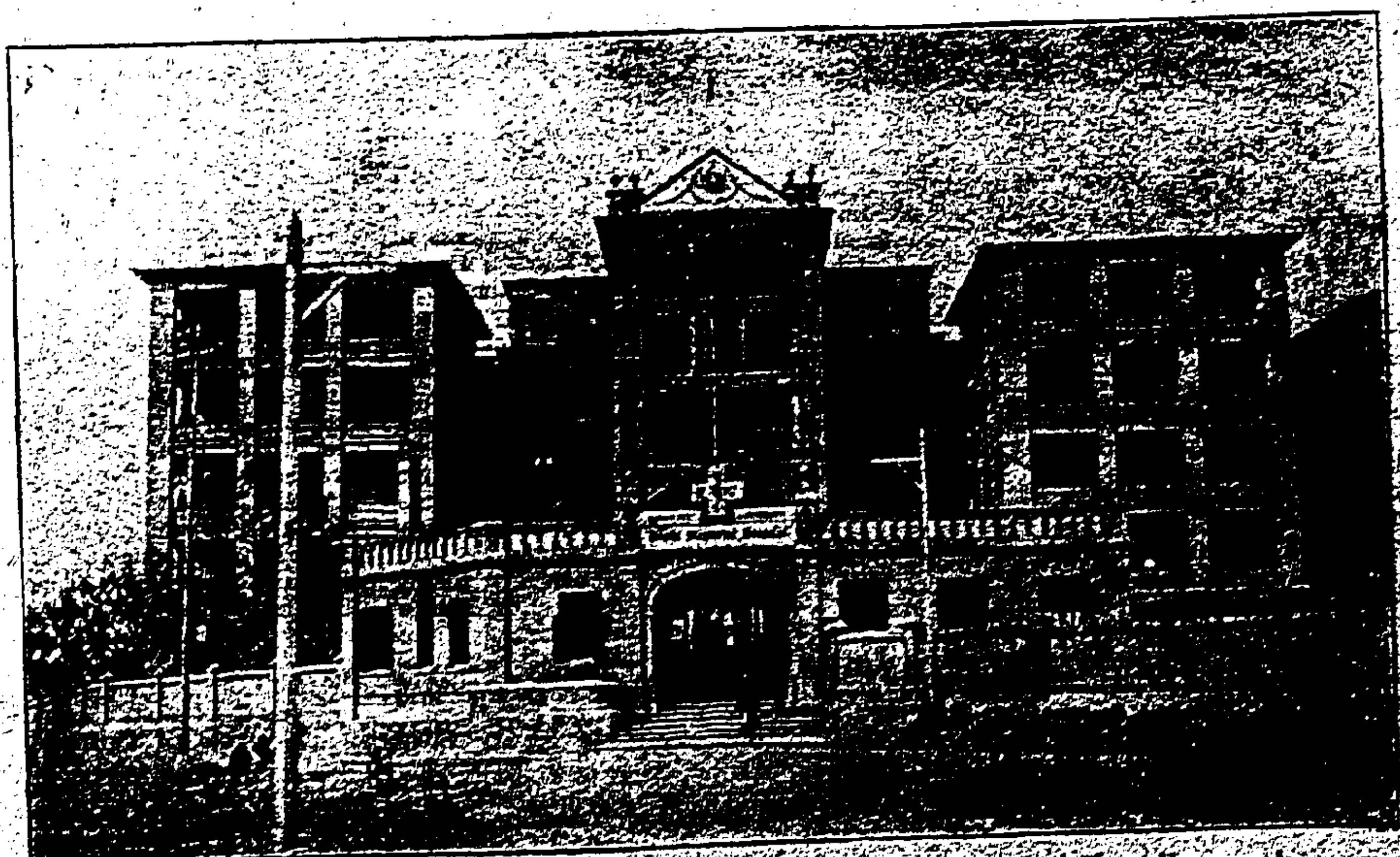
The Kanze Monastery, where Brigadier General Faria died.



Dr. Gordon Thompson, who recently escaped from Chinese bandits in North China.



Golok horsemen snapped by Dr. Thompson.



The Stout Memorial Hospital (Baynat Mission), Wuchow, which was recently formally opened.

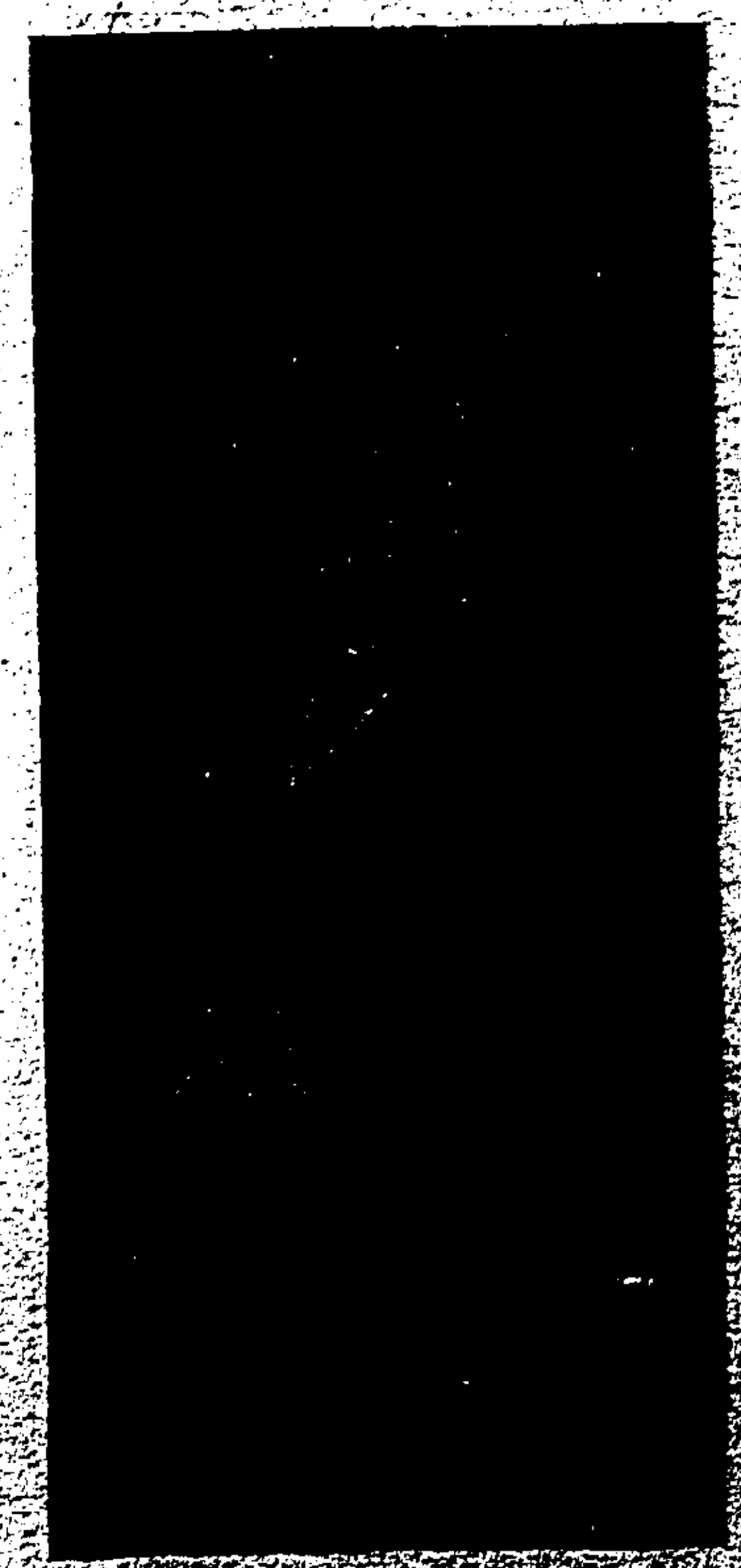


Photo of life-size portraits presented to the Easms Club by Sir Paul Chater.



# EXTRA.

THE HONGKONG TELEGRAPH. SATURDAY, FEBRUARY 23, 1924.

## BANK MEETING.

Trade Conditions Lengthily Reviewed.

### Anarchy in China.

#### Suggested Withholding of Customs Revenues.

The annual general meeting of shareholders of the Hongkong and Shanghai Banking Corporation took place in the City Hall at 11.30 this morning. The Hon. Mr. A. O. Lang (Chairman) presided, being supported by Mr. G. T. Edkins (Deputy Chairman), the Hon. Mr. P. H. Holyoak, Mr. H. P. White, Mr. D. G. M. Bernard, Mr. J. A. Plummer, Mr. W. L. Pattenden, Mr. J. P. Warren, Mr. N. L. Watson (Directors), the Hon. Mr. A. G. Stephen (Chief Manager), and Mr. A. H. Barlow (Manager). Those also present were:—the Hon. Mr. H. E. Pollock, Mrs. Pollock, Mrs. J. H. Taggart and Messrs. C. Montague, E. J. M. Alves, R. M. Dyer, C. A. Middleton Smith, the Very Rev. Father Robert C. A. da Silva, F. C. Hall, Capt. Neville H. B. Dowbiggin, Dr. Sanders, H. A. Hale, Ho Kook, P. S. Cassidy, F. M. Crawford, E. Piercy, W. S. Brown, J. Arnold, D. E. Stearnson, G. M. Young, D. E. Blair, A. R. Lowe, G. Potts, E. E. Ellis, Mok Man-chee, A. Denison, C. A. Hooper, W. Van Eps, Lo Cheung-wan, P. K. Kwok, C. H. Blason, R. H. B. Haddock, D. H. Cooper, F. R. Marsh, W. L. Leask, H. A. Cartwright, F. M. Raymond, E. Silva Netto, Chau Siu-ki, A. W. da Roza, Ho Kom Tong, F. Smyth, F. H. Peary, Cross, Capt. Bell Smith, V. M. Grayburn, D. M. Dalgely, Ho Wing, P. V. Botelho, Lo Cheung-shui, E. A. Ram, E. L. Sim Chen Lim-pak, Chan Shu-ming, J. M. C. Basto, V. Sorby, S. M. Churn, Kong I-shuen, W. H. Bredin, K. S. Morrison, G. W. Swire, J. C. Taylor, Choa Po-min, Lo Cheung-pi and G. E. Brown (shareholders).

#### CHAIRMAN'S SPEECH.

The Hon. Mr. A. G. Stephen having read the notice convening the meeting.

The Chairman said: The report and statement of accounts having valuable site the Bank possesses been in your hands for two weeks, I will, with your permission, follow the usual procedure and take them as read. The past year has been even less favourable than its predecessor for the profitable working of the Bank, which so largely depends upon the free movement and finance of international trade for the employment of its funds. In view of the generally adverse conditions ruling throughout the year, your Directors are gratified at being able to place before you a balance sheet showing a moderate expansion of assets and liabilities, including Profit and Loss, which is a little more than \$1 lakhs over last year's total. This enables us to pay the same dividend and bonus as last year, viz.: 28 per share, and allocate \$10 lakhs to Silver Reserve and \$10 lakhs to the writing down of Bank properties. I hope this proposed allotment of the profits will be approved by the shareholders.

The items of the balance sheet call for little comment. The rate of exchange at which the sterling assets and liabilities are converted into dollars, and the silver assets into sterling, is about 44 per cent over the rate of last year, so a comparison between their totals and those of the previous year is easier than usual. The total sterling is over \$4 millions higher and the total dollars is over \$5 millions higher than the balance sheet presented to you last year.

Notes in circulation have increased by over \$8,000,000, a rather inconvenient but gratifying tribute to the popularity of our notes among the Chinese of Hong Kong and China—inconvenient because it must not be forgotten that

it is an expensive matter to maintain a large note circulation in a moderately clean condition, which we endeavour to do. Deposits show little expansion. Silver deposits have increased normally, but in view of the difficulty of securing employment for our resources and the cheapness of money in London, we have not cared to compete for deposits in currencies based on sterling at the rate of interest paid by some of our neighbours. Our securities show an increase, mainly due, I regret to say, to larger holdings of British Government Treasury Bills, Bills Discounted and Loans are \$12,000,000 higher, which is entirely gratifying, and Bills Receivable lower by \$20,000,000; this is also gratifying, indicating as it does that the liquidation of the boom years has practically been completed.

**The Building Programme.** Bank premises show an increase of over \$3,000,000, due to the completion of our new Shanghai premises and to work in progress on the important buildings at Calcutta, Colombo and Singapore. We propose to rebuild our premises at Tientsin, where our business largely exceeds the accommodation for it. With regard to the Salt Revenue, further inroads on the collections have been made by the Provincial Authorities, and in some cases the efficient organization established by Sir Richard Dane has been broken up and replaced by the nominees of the independent provinces in defiance of all international agreements. Consequently it is difficult to estimate the exact amount of revenue actually collected; we only know that about \$53,000,000 reached the hands of the Peking Government of which \$9,492,000 was paid by them for the service of the Reorganization Loan of 1913.

**The Silver Market.** The gilt-edged securities forming our Sterling Reserve Fund have depreciated in value during the year, but no provision from the profits has been necessary on that account, as we have still a very large margin in hand. All ascertained losses, including those caused by the appalling earthquake at Yokohama, have been fully provided for. Silver, which plays such an important part in the Far Eastern exchanges, has been a comparatively quiet market during the year, under review and fluctuations in the price were confined to narrow limits compared with recent years.

The highest and lowest quotations being 33.11/16 and 30.5/2, while the New York prices varied between 69 1/2 and 62 1/2. In both cases, the lowest point touched was practically the same as the previous year. Purchases under the Pittman Act in America were completed about the middle of the year, some months earlier than anticipated, but the actual deliveries to the U.S. Government of the silver contracted for have not yet been finished, so the full effect of the American production coming on the market has not so far been disclosed. India was a strong supporter of silver, the net consumption of that country for the year amounting to nearly \$100,000,000 as compared with \$100,000,000 in 1922. Direct shipments from New York to India increased very considerably, Indian operators finding the New York market cheaper than London owing to the low rate of freight on direct shipments from New York to India. During the year China absorbed, as nearly as we can estimate, \$14,250,000 compared with \$14,250,000 in 1922.

From the foregoing figures it will be seen that India and China absorbed 174,250,000 standard ounces of silver. Should the consumption by these two countries continue on this scale the mines interests will have no great cause for anxiety, but the silver market will always remain an uncertain and speculative one, owing to the output of silver being more or less steady while the demand is spasmodic. The Revolution in Mexico in December caused a temporary stringency of supplies and an advance in the price.

**Chinese Mills' Output.** The Canton Mint has not been operating, but the Nanking and Hangchow Mints have been coining Yuan dollars steadily throughout the year. It is regrettable to find that there has been a continuous depreciation of the weight and fineness of these coins, especially those of the Hangchow Mint. This makes the retention of Sycee all the more necessary although the Yuan dollar is becoming to a greatly increasing extent the national currency of the country. Since the beginning of 1920, China has absorbed over 322,000,000 standard ounces of silver, nearly all of which has gone to the coining of these dollars. It is obvious that in default of a more reliable form of currency and safe conditions in ordinary life, the savings of the lower Chinese classes are taking the form of hoarding these coins.

**Customs and Salt Revenues.** I will refer to political conditions in China later. The Maritime Customs returns at last disclose the effects on trade of the chaotic conditions in many of the provinces. The total revenues show an increase of \$14,700,000, but the 5% duty was effective throughout the year and the increase, if trade had been permitted to follow its normal course, should, I estimate, have been at least \$15,200,000.

With regard to the Salt Revenue, further inroads on the collections have been made by the Provincial Authorities, and in some cases the efficient organization established by Sir Richard Dane has been broken up and replaced by the nominees of the independent provinces in defiance of all international agreements. Consequently it is difficult to estimate the exact amount of revenue actually collected; we only know that about \$53,000,000 reached the hands of the Peking Government of which \$9,492,000 was paid by them for the service of the Reorganization Loan of 1913.

**Piratical Outrages.** In Hongkong, local industries are prospering, and additions to the Chinese population continue to flow into the Colony. The price of land is still high, but the peak has probably been passed. It is a relief to record that the long-outstanding question of the Military Lands is at last in a fair way towards settlement. In the neighbouring province, brigandage and piracy are still rife, and apart from the important silk industry, trade is very greatly hampered. There have been many cases of successful piratical attacks on the British flag. The efforts of our Navy and of the local police are powerless to put a stop to them without the co-operation of the Chinese Authorities on the mainland which, so far, has not been forthcoming in any efficient form. It is very humiliating to have to undergo this sort of thing, but I am sure our Government must agree with me and use its utmost endeavours to devise means of dealing properly with a situation which is becoming intolerable.

**Cotton Outlook.** In North China, general export trade, handicapped by restricted markets abroad, political unrest at home, spasmodic and uncertain supplies, cannot be said to have been satisfactory. On the import side, a considerable improvement is reported in piece goods and sundries, but there has been little doing in the engineering section. The year 1923 has been the worst experienced by cotton mills in

China for years and, with many Chinese mills short of working capital, and faced by severe losses, due to yarn values ruling far below manufacturing costs, it is not surprising that a number of such mills have either closed down altogether or are working short time. As usual, but sufficient is known to the outlook for 1924 is not at all favourable. We can but hope that both yarn and cloth will restore the market values of these commodities to a reasonably profitable level.

**The Japanese Earthquake.** Owing to the disorganization and loss caused by the earthquake, figures for the trade of Japan are not available to the same extent as usual, but sufficient is known to form a fairly accurate estimate of the course of trade in 1923, which was chiefly notable for the record-breaking adverse balances and the consequent drain on the country's accumulated wealth. The chief contributing factor to this state of affairs was, of course, the earthquake in September. The total adverse balance of trade for the year amounted to Yen 536,948,000, representing a heavy decrease of Yen 190,443,000 or 13 per cent in exports and an increase of Yen 94,142,000 or 5 per cent in imports, raising the unfavourable balance by Yen 234,587,000 as compared with the year 1922.

The main cause for the decline in the export trade is found in raw silk and for the increase of imports by the continued expansion in the principal lines of raw material, a condition which can only be rectified by a revival in the overseas markets—particularly China—accompanied by a real effort in Japan to get down production costs, beginning with raw silk.

After the disaster in September, a rush was made for commodities needed in the restoration work, all most of which are expected to arrive within the next few days. The result was that Japan's exports, visible and invisible, and its available resources abroad were unequal to the strain, causing a serious depreciation in the value of the currency and consequent hardship to many industries dependent on foreign countries for their raw materials. It was inevitable that the imperial Japanese Government, while utilizing its own internal reserves to the greatest extent, should have had to resort to borrowing abroad for rehabilitation purposes. She has an excellent basis for credit in the resources of the country and of the record she has established for a scrupulous observance of all her obligations. In July last, we assisted in floating a loan for 24 millions in London for that great enterprise, the South Manchurian Railway, which, needless to say, was fully taken up. Last week we similarly assisted in the flotation of a loan for \$25 million for the Government, which received a very flattering reception, the subscription lists remaining open for only a few hours. That Japan has received a staggering blow is undeniable; there are very few countries to which such a stupendous catastrophe like the earthquake would not have meant a staggering blow. There may be difficult years ahead, but that Japan will get on her feet and meet the new situation in a spirit of courage, backed by the combined efforts of her people and a sound financial policy, is the hope and belief of her friends.

**The Yokohama Staff.** I would like to mention here the appreciation of the Directors of the Bank for the gallant and efficient way our Yokohama staff coped with the appalling state of affairs during and after the great earthquake. The British Navy also rendered us invaluable assistance in salvage work, and I wish to record our thanks to Admiral Leveson and his officers and men for their untiring efforts which saved a critical situation.

Although matters have not been altogether straightened out, we think our losses will be surprisingly small when the magnitude of the disaster is considered, but in any case a very liberal provision has been made for them.

The management at Yokohama is to be congratulated on having the affairs of the Bank there in such a sound position.

**Conditions in the Straits.** Turning to the Straits Settlements, last year I stated that conditions, although still leaving much to be desired, were certainly brighter than they were a year ago, and the same remark applies this year. The prosperity of the two great products, rubber and tin—especially the former—may be considered the trade barometer of Malaya, and during 1923 both commodities have commanded considerably higher prices than during 1922; there has also been a slight improvement in the prices obtained for the next largest export, namely, copra.

Rubber restriction has been in force during the whole of last year, and although errors have been made, it has on the whole worked smoothly and has undoubtedly served to "keep prices on a more steady and profitable level. It can, however, never be an unqualified success without the co-operation of the Dutch Indies.

The tin industry has been prosperous and prices have shown a steady and marked improvement during the year. Stocks held by the Federated Malay States Government, the Netherlands Indian Government and the other signatories to the Bandoeng Agreement have been largely liquidated, and the outlook seems to point to reduced stocks and an increased demand.

**Philippines Outlook.** In the Philippines, trade has been prosperous owing to the high prices still obtainable for their principal exports—sugar and hemp. Should their political status remain as it is, and their favoured position as regards the U.S. tariff be maintained, a few more years should see a complete rehabilitation of the finance of the islands. This favoured position is the mainstay of the export trade of the islands and, should it be withdrawn for any reason, the outlook for merchants and agriculturists would be extremely disquieting.

**Anarchy in China.** The record of events in China during the year 1923 continues to be one of anarchy and political intrigue, in which one searches in vain for any sign of dawn of better things. On the contrary, the condition of the country politically, financially and economically, has grown appreciably worse. With the exception of the two provinces of Shansi and Chekiang, brigandage has become firmly established throughout the country, and the Lincheng outrage of May last has been followed by a series of similar outrages, at frequent intervals, in which the persons and property of foreigners, so far from receiving the protection to which they are entitled, are made the main object of the raids, while herds of defenceless peasantry are driven off to untold cruelties in the brigand strongholds until released by ransom, or by death. At all this the Tzuhsun ruling over these infested Provinces, and with more than ample military forces at their command, look on with indifference. Their one concern and preoccupation is to obtain funds, with which to carry on the struggle for military supremacy. Railways are robbed of all their accessible revenues and, owing to lack of funds for maintenance, and wanton destruction by troops, have, in several cases, deteriorated to such an extent that renders traffic dangerous at all times, but the lowest speed of the Tzuhsun Government is maintained by foreign capital, in a condition of the general process of disintegration that is going on, the spoliation of the railways appears to be particularly conspicuous by its results.

It is but a part of the wholesale appropriation by rival military leaders of national revenues which, as salt and wine and tobacco, which should go to support the administration of the Central Government. The latter has, in fact, become little more than a group of officials who function in Peking under the name of the Chinese Government, maintain that position mainly by virtue of the recognition of the Foreign Powers, while their sole monetary resource is the precarious residue of the salt revenue after the demands of the militarists and clamorous creditors have been satisfied.

**Stable Government Wanted.** Amid such conditions of political chaos, and the absence of real central authority, the discussion of schemes for debt consolidation, industrial development and the like can have no concrete results. The first essential for giving effect to such schemes, namely, adequate security under the control of the Central Government, is wanting, and must continue to be wanting until there is a stable Central Government, able to assert its authority over the Provinces. Such a stable Government cannot be created or maintained until there has been readjustment of national and provincial finances. The policy of the Powers towards China, conceived in the artificial atmosphere of Washington, has ceased to have any relation to the facts. The scope of the Tariff Conference whenever it meets, cannot now be limited to the mere consideration of a 2 1/2 cent Customs surtax, which is of minor importance beside the vast and complex problem now calling for solution, and it would be a useless tax on trade unless accompanied by measures for fiscal and administrative reform.

The financial problem, which is the direct outcome of the prevailing military tyranny, and which in the minds of foreign creditors overshadows everything else, cannot be effectively dealt with except in conjunction with other reforms, and a Customs surtax of 2 1/2 per cent is now utterly inadequate for that purpose.

Indeed it is difficult to see how anything short of the full 7 1/2 per cent surtax proposed by the MacKay Treaty will meet the case, accompanied by provisions for a just apportionment of revenue to the provinces in return for the abolition of all internal taxation on trade, and the relinquishment to the Central Government of what may be properly classed as national revenues. The price to be paid may seem at first sight large, but it is insignificant compared to the gain to foreign trade resulting from a restoration of peaceful conditions and good Government throughout the country, which must be the indispensable guarantee demanded.

**The Customs Question.** Amidst the prevailing internal dissension and civil strife, the Maritime Customs still stands out as the symbol of honest and efficient administration, the bulwark of foreign trade relations with China, and her hope of financial salvation in the future as it has been the foundation of her credit in the past. Any measure which, by recognizing the claims of seceding Provinces to a division of the Customs revenue after international obligations secured upon it have been satisfied, would be a retrograde step in the direction of further disunion. So long as the Peking Government continues to be recognized by the Treaty Powers as the de facto Government of the country, it must be held entitled to receive the whole Customs revenue. But if its claim to do so is to be challenged by provincial secessionists, and pressed by them to the point of endangering the present administration of the Customs service, as defined by international agreements and the prescriptive sanction of sixty years, then the remedy would appear to lie in withholding the Customs surplus from all such secessionists, to accumulate it in a fund until they have accepted the differences, and military operations have ceased. Such a fund would

be a part of the wholehearted belief, have the approval of all who sincerely desire to see an appropriation of the civil service, as salt and wine and tobacco, which should go to support the administration of the Central Government. The latter has, in fact, become little more than a group of officials who function in Peking under the name of the Chinese Government, maintain that position mainly by virtue of the recognition of the Foreign Powers, while their sole monetary resource is the precarious residue of the salt revenue after the demands of the militarists and clamorous creditors have been satisfied.

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**London Money Market.** The London money market has been easy throughout the year, the only change, in the Bank of England rate, being an advance from 5 1/2 per cent early in July, the exact reason for which is obscure as it did not appear justified by monetary conditions at the time and meant dearer finance for the Government in the weekly renewal of Treasury bills. The general level of discounts was about 4 per cent below the Bank rate, showing that there was ample and cheap facilities available for the finance of trade.

**Sterling Exchange with America.** Which is now a factor of far-reaching importance, remained steady during the first half of the year in the neighbourhood of 4.65, but weakened in the autumn owing to the seasonal demand for gold dollars to meet payment of exports from America to Great Britain and Europe. Towards the latter part of the year the weakness in this exchange was so continued by the uncertain political situation in England, and also to some extent owing to the unjustified fear that there might be inflation of the British currency. Although inflation was discussed in some quarters, the authoritative statements that no such policy was contemplated should remove any such fear. The effect on a country's exchange of unbalanced budgets and unlimited note issues, or which is practically the same, unlimited Government borrowings, is too apparent and disastrous to tempt British statesmen to follow such a course.

**Europe and the East.** The decline in European productive and consumptive power continued its depressing effect upon British trade, and this has militated against any marked improvement in demand in Far Eastern and Indian exports, though the actual percentage of British exports to and imports from these places keeps about the same as they were in 1913, an increased monetary value corresponding to the general rise in prices.

It is satisfactory to notice amid the maze of contradictory reports, that Russia is gradually trading more freely with foreign countries, Great Britain included, and it is to be hoped that the distinct recovery noticed in her exports and imports will continue. If only Europe can put its house in order, and as a result of settled conditions take more Indian and Far Eastern exports, an improved demand for British exports must necessarily follow.

**Eastern Banks' Facilities.** It cannot be too widely known to shippers at home that Eastern Banks are always ready to extend facilities to traders abroad when markets show any stability. British Government trade credits cannot, we think, have been availed of to any great extent in connection with Far Eastern trade, and it is useless for the Government to advertise as they have done, an extension of these credits. Salvation does not lie that way. The Eastern Banks have abundant resources available to finance every sound proposal presented to them. Shippers can rely with confidence on these Banks, who are in close touch with their customers abroad, to extend credit facilities, while giving every encouragement to open up business on sound lines, without hindrance and restrictions which only serve to cripple it.

It is reported that the speeches of the Chairman of the Eastern Bankers Association, London, at the recent meeting of the Eastern Bankers' Association, London, have been particularly noteworthy, in that they have pointed out the importance of the Eastern Banks in the world's commerce, and the need for a more liberal and efficient administration of the Customs service, as defined by international agreements and the prescriptive sanction of sixty years, then the remedy would appear to lie in withholding the Customs surplus from all such secessionists, to accumulate it in a fund until they have accepted the differences, and military operations have ceased. Such a fund would

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don proved to be the best market for the foreign borrower. Sir Walter's opinion is that these borrowings form the best foundation for an expectation of the expansion of British export trade, but while the outlook is good, any real advance would be conditional upon the absence of serious labour disputes which constitute the darkest spot on the horizon. It was vain, however, to talk of prosperity while the shadow that veiled war hung over Central Europe. Those are the views of one of the wisest men in the financial world and we may well subscribe to them.

#### The Bank's Prosperity.

I think, however, that, like the Chairman of the London Banks, I can legitimately conclude with an optimistic note.

Amid all the political and financial disturbances in China and throughout the world, the Bank stands powerful and flourishing. No disorganisation of exchanges, no dislocation of business, seem to seriously affect its prosperous career, and I am confident that, as it has greatly grown in strength since the world went to pieces in 1914, it will continue to be equal to any fortune that the future may have in store for it. Before sitting down, I would like to pay my tribute to the staff. In a banking business such as ours with branches in London, New York, etc., whose transactions are all directed and controlled from one central office in Hongkong, great responsibility rests on the man at the head of your affairs—the Honourable Mr. A. G. Stephen—and the accounts we have been able to place before you to-day must be a source of great satisfaction to him. During the last few years many of the senior members of the staff have gone into retirement and their places have been taken by younger men, and we have found that the spirit of real and loyalty to the service has never been more in evidence than it is to-day. I am sure shareholders will agree that the bonus to staff of 10% on their salaries, which the Directors propose to pay, is well merited.—(Applause).

#### SECONDER'S SPEECH.

Mr. R. M. Dyer, in seconding, said:—Mr. Chairman, ladies and gentlemen, I raise with much pleasure to second your proposal that the report and accounts of the Bank for the year 1923 be adopted. As you have said, the accounts call for little comment. They show a wonderful vitality considering the bad times we are passing through, and they indicate the solid foundations on which the Bank has grown and prospered during the last 60 years. The communities of the Far East may consider themselves fortunate in possessing a powerful Bank whose policy is dictated from their midst, and to whom they can bring their troubles with the certainty that they will receive a sympathetic hearing and a decision without reference to the other side of the world where the ever-changing conditions of business in the East are hard to explain and difficult to understand. I must congratulate you on your interesting review of world and local affairs and I think the optimistic note on which you concluded your speech was fully justified. The shareholders will, I am sure, agree with me that we should have every expectation that the Bank will go on increasing in prestige and power and will become more than ever the main foundation of international business and British prestige in China. Your remarks about the staff will be fully endorsed by the shareholders. It is an asset of the greatest value to the Bank, and it is pleasant to think that there is a sufficiency of rising men trained in the traditions of the Bank who will in due course direct its fortunes. So long as that is the case we can look forward with confidence to the future.

#### BUSINESS MATTERS.

The adoption of the report and accounts was unanimously agreed to.

On the proposition of Mr. A. Denison, seconded by Mr. Ho Kom Tong, the appointment of Messrs. A. H. Compton, N. L. Watson and J. F. Warren as Directors was confirmed and Mr. G. T. Edkins, the Hon. Mr. A. O. Lang and Mr. H. F. White were re-elected Directors.

Messrs. A. R. Lowe and C. Bernard-Brown were re-elected auditors for the year 1924, on the proposition of Mr. F. Smyth, seconded by Mr. D. K. Blair.

#### VOTE OF THANKS.

The Hon. Mr. H. E. Pollock said that before the business of the ordinary yearly meeting closed he had a motion to propose which he was sure would

#### "GOOD-BYE."

##### RETIRING RESIDENTS SAIL FOR HOME.

When the P. and O. s.s. Morea sailed at noon to-day, she took away many well-known residents going Home on leave and also three well-known men on retirement.

Commander Beckwith, retiring from the post of Harbour Master, and Mrs. Beckwith went on board last evening but a number of friends went on board to-day to wish them good-bye.

Mr. A. E. Irving, retiring from the post of Director of Education, was "farewelled" by friends from the University, the Education Board and Education offices. Miss Irving, who has been Captain of Girl Guides, was also given a send-off by her troop.

Mr. T. Petrie, retiring from the Editorship of the *South China Morning Post*, had a party of pressmen to wish him "Good-bye" many personal friends being also present.

meet with the hearty approval of every shareholder and that was to propose that a hearty vote of thanks be accorded to the Board of Directors and the staff.—(Applause.) He was sure they all appreciated that the year 1923 had been a very difficult one for business generally and it must, therefore, be exceedingly gratifying to them as shareholders to know that in that year they had realised a net profit of over 13 million dollars. (Applause.) Those results were due to the efforts which had been made by the Board of Directors, the Chief Manager, and the other managers and to the wise direction of the affairs of that important concern. Whilst giving thanks they should not forget the rank and file, remembering that the results were due likewise to the hard work and loyal co-operation of every member of the staff of the Bank from the highest to the lowest.—(Applause.) In those circumstances, he felt sure that shareholders would most cordially approve of the proposed bonus to the staff.—(Applause).

In closing the meeting, the Chairman announced that dividend warrants would be ready on Monday.

#### EXTRAORDINARY MEETING.

An extraordinary general meeting followed, the same directors and shareholders being present.

The notice of meeting having been read.

The Chairman said:—As a result of the natural expansion of our business and of the ever-increasing demand for our notes, it has been found necessary to approach the Government with the request for some modification of our Ordinance. I may say that I anticipate no objections to our request from the Hongkong Government, nor from His Majesty's Treasury, and if the resolution which I am about to propose is passed by you, the Attorney General will prepare a Bill embodying it for consideration of the Legislative Council. The resolution is:—

"That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000 and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:—

"(a) So that the whole of the increase (namely \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

"(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation."

These resolutions were seconded by Mr. R. H. B. Hancock, and unanimously agreed to. This was all the business.

#### "THE QUANTS."

##### BRIGHT OPENING SHOW

Hongkong is too well acquainted with Mr. R. R. Salisbury to need being told very much about him or the mirth-making companies he always brings to us, but in the current company of "The Quants" we have with us one of the brightest little shows ever to be welcomed here.

Last night "The Nine O'Clock Revue" was put on as an opening show, and it proved to be a remarkably rapid succession of "turns," full of clean fun, music and dancing. Mr. Salisbury was imitably funny in everything he did, his song "William the Konk" causing the audience to demand that they should sing the chorus just as two years ago they insisted on singing about flies in winter time. In the "Square Triangle"—a take-off of the eternal triangle—Mr. Salisbury provoked much laughter and proved that as a humourist he is exceptionally gifted.

Miss Dorothy James, another old Hongkong favourite, was as appealing as ever—versatile and clever. In Miss Marie French "The Quants" have another vocalist of decided charm, her "Song of Ferial" being one of the outstanding items of the evening. Miss Olive Turner, who sings and dances, has a sparkle in her work and it "goes over" every time. Miss Diana Maxwell is much in evidence in the burlesque work of the show, and is clever and highly entertaining, whilst Miss Ella Cameron dances with great skill.

Mr. Ernest Melvin bears a big share of the evening's work, sings well and ably seconds all that Mr. Salisbury does. Mr. George Curson is also an artist and well in the picture, whilst the other members of the Company help to make up one of the most talented band of entertainers that has been Hongkong's way for a long time. It is because of the brightness and novelty of the various items and the thoroughly sparkling manner in which "The Quants" render them that the "Nine O'Clock Revue" is sure to attract a big house when it is put on again to-night.

#### EDUCATION DIRECTOR.

##### MR. G. N. ORME APPOINTED TO ACTING POST.

The current issue of the *Government Gazette* notifies that His Excellency the Governor has appointed Mr. G. N. Orme to act as Director of Education, with effect from to-day. The Hon. Mr. E. A. Irving, the retiring Director, left for Home to-day by the P. and O. liner Morea.

Mr. Orme has had a very varied career since he came to the Colony as a cadet in 1901. Amongst the various positions he has filled are the following:—Assistant Secretary to the Sanitary Board, Acting Assistant Registrar General, acting Second Police Magistrate, acting Assistant Superintendent of the Police for the New Territories, acting Deputy Superintendent of Police, Assistant District Officer in the New Territories, Head of the Sanitary Department attached to the Crown Solicitor's Office on being called to the Bar in 1915, attached to the Attorney's Department, District Officer, acting First Police Magistrate, acting Director of Education (from March to November, 1919), First Police Magistrate, Estate Duty Commissioner, Official Receiver and Registrar of Trade Marks. He is a B.A. of Oxon and has passed his final examinations in the Chinese language, speaking both the Cantonese and Hakka dialects. Mr. Orme recently returned from Home leave.

#### DAY BY DAY.

The first prize, amounting to slightly over ten lakhs, in the Sweepstake held by the Chinese Club on the Derby event, was won by a Chinese named Li, who is connected with a local Chinese boarding house.

A lantern lecture will be given at the Helena May Institute on Monday, February 25th, at 5.30 p.m. by H. Gordon Thompson, Esq., M.D., F.R.C.S. Subject: "Along the Tibetan Border." The public are cordially invited. The Public University machine will be used.

# THE HONGKONG TELEGRAPH

## THE WEEK-END NEWSPAPER

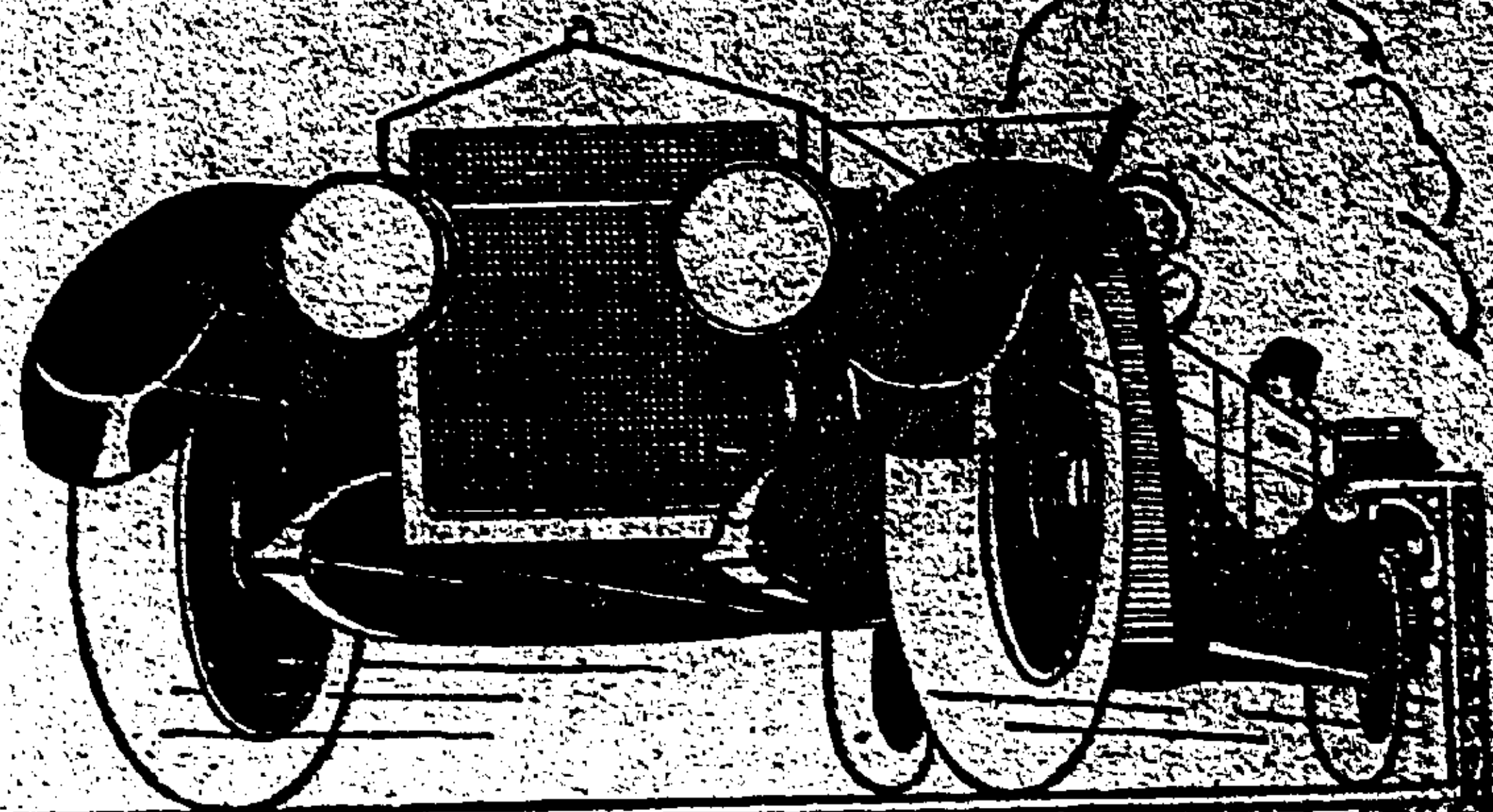
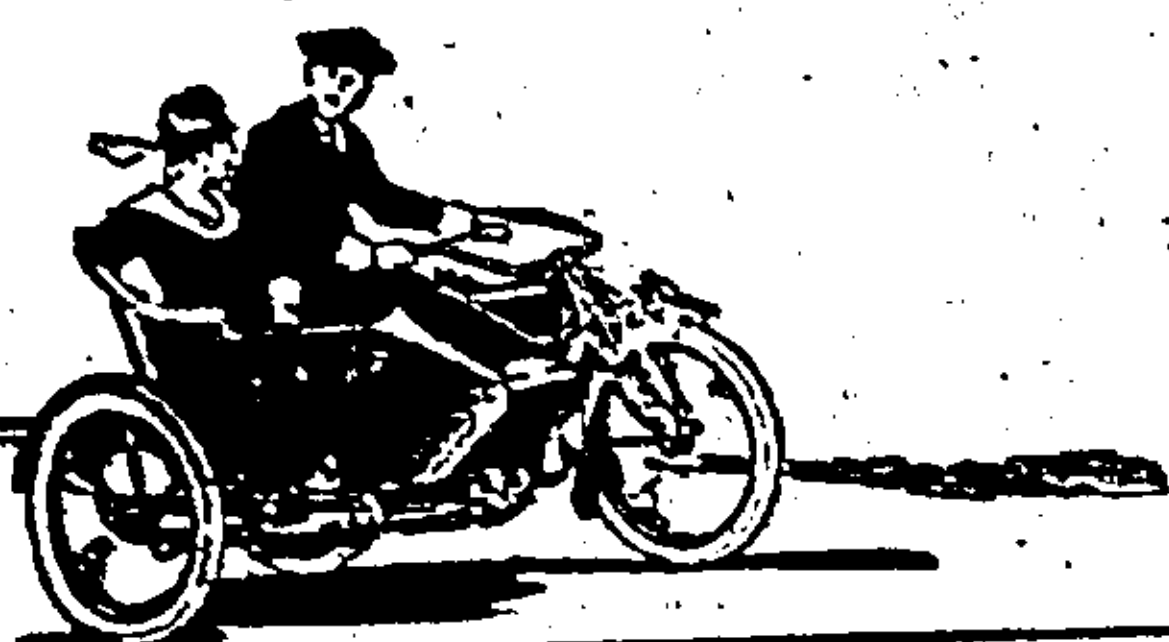
MAKE  
A POINT OF  
GETTING  
SATURDAY'S ISSUE  
FOR SUNDAY READING.



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
Saturday, the 23rd. February, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

The taxi has become deservedly popular in Hongkong now, and the belief of those who introduced it into the Colony, that it would meet a public need, has been amply demonstrated. Very shortly, a further batch of these useful vehicles will be arriving here, these being specially geared to take the hills on the island, and then Kowloon will also enjoy the service, for the Hongkong taxis will be transferred to the other side of the harbour.

Mention of the taxis serves to give the opportunity for mentioning the continued enterprise of the Hongkong and Kowloon Taxicab Company, which is so ably managed by Mr. A. H. Rowe. We understand that arrangements have been made whereby the Company will be housed in much more commodious premises, both in Hongkong and Kowloon. On this side, a portion of the ground floor of the new A. P. C. Building has been secured by the Company, where it will have a fine show-room with window facing on Pedder Street. This will be a thoroughly up-to-date place, with ample means for the display of the popular Buick and Oakland cars, in addition to which large stocks will be carried of tyres and accessories, whilst there will also be office accommodation provided. We hope to give further particulars later.

On the Kowloon side, the Company is planning to erect a modern garage and show-room on railway land immediately opposite the Water Police Station. This building, for which the foundations are now being made, will be 150 feet by 55 feet, and there will be splendid show-room facilities. Accommodation will be provided for the storage of some sixty cars, whilst there will also be a service station and a complete stock of tyres and accessories, which will be much appreciated by Kowloon motorists. Quite an imposing building is to be put up, and it is hoped that it will be complete within two months or so.

The latest addition to the agencies of the Motor Department of the Hongkong Hotel is the "Scintilla" magneto—a magneto based on an entirely new principle of design and construction, and one which has received most favourable comment wherever it has been introduced. The makers claim that it is the finest ignition system engineering science has ever produced.

Its permanent magnet, the most robust part in any magneto,

indicates. The delicate parts, such as the contact breaker with its platinum contact points, the armature, the safety gap and the distributor carbon brushes, are stationary. It is of Swiss manufacture, of exceptionally neat design, perfectly water-proof and ensures regular sparking from lowest to highest speeds. A demonstration model has already been received which may be inspected at the Queen's Road show-room of the Hongkong Hotel Motor Department. Stocks are on the way suitable for all types of engine, from one to eight cylinders.

Last week we had occasion to comment adversely upon the dangerous state of that portion of Stubbs Road which is being re-surfaced. Our comment was based both upon complaints from motorists and personal experience. Now, however, we are glad of the opportunity to state that the work is progressing much more satisfactorily—a motor roller is being constantly employed, with the result that motorists can now proceed without the discomfort and risk which which were previously so pronounced.

We wonder when Hongkong will have its Motor Show? During the past week, such an event has been held at Manila in conjunction with the annual Carnival. True, it did not compare in size or importance with the big events at Home and in the States, but from what we have read of the affair, quite an imposing array of cars was shown by five local companies. The cars were displayed in a special motor building, and included in the exhibits were Buicks, Overlands, Dodges, Studebakers, Cadillacs, Maxwells, Chandlers, Willys-Knights, Nash's, Hudsons and Auburns. In addition, there was a fine display of accessories.

But Manila folk are not satisfied with a mere Motor Show—they want some "thrills" also. And these were provided during several afternoons of the Carnival, when one of the local dealers carried out a number of "stunts" on the Luneta with a Maxwell car. The most exciting feature of these was to speed the car along at over thirty miles an hour and then suddenly put her into reverse from high gear. The result, says a Manila paper, was—"there was a whirling sound, and then the bus returned from whence it had come!" We shouldn't like the experience ourselves, but it seems to have delighted quite a crowd of onlookers and inconvenienced nobody.

### Motor Cycle Lights.

If there is one direction in which the average motor-cycle lags sadly behind the car (says *Motor Cycling*) it is in lighting equipment. No car manufacturer would think of listing even the cheapest type of car without including in the specification a satisfactory electric lighting system, yet the great majority of motor-cycles are still sold without any lamps at all. It is true that one or two factories have standardised electric lighting on all models, but the example has not been widely followed.

### Too Late Now.

Old Gentleman (engaging a new chauffeur)—I suppose I can write to your last employer for your character?  
Chauffeur—I'm sorry to say, sir, each of the last two gentlemen I have been with died in my service.—Punch (London).

Finality will not be reached until every motor-cycle, like every car, is fitted with an electric lighting set of proved reliability, capable of giving sufficient driving light under all conditions.

## INTERESTING PICTURE FROM SHANGHAI



Mrs. J. Elchwald, wife of the manager of The Koster Co. and one of Shanghai's popular young society matrons, snapped as she was about to enter her new Nash sedan.

### GOOD WORK.

#### How Dodge Cars Last.

Dodge Brothers motor cars are favourably known throughout the world for many important advantages but are probably best known for their ability to give satisfactory service over a long period of years—for a period of life beyond that commonly allotted to a motor car. Ninety-four per cent. of the cars that have been manufactured by this company are still in operation, day in, day out, in all parts of the country.

One of the most notable examples of the long life and durability of Dodge Brothers cars is found in Car No. 12, the first Dodge Brothers car shipped to the Pacific Coast, arriving there in December, 1914. No. 12 was displayed in San Francisco and Oakland, used as a demonstrator and eventually sold. Recently it was in the possession of a rancher near Santa Rosa, who used it in his daily work. He refused to sell it outright, but finally traded it in on a new car. At the present time it has been run approximately 175,000 miles.

From Walnut Cove, N. C., comes word that Car No. 5 is running satisfactorily as a service car for the Davis Repair Company. Mr. Davis writes: "The motor still has in it the original pistons and bearings that were installed at the factory nine years ago. No. 5 has been in service every day."

There was recently displayed in a parade in Manhattan, Kansas, a Dodge Brothers car sold in December, 1914. Its speedometer now shows a mileage of 224,000 miles, and the car is in constant daily use.

Mr. Carl Schafer, of Madison, Wisconsin, is an enthusiastic Dodge Brothers owner. Mr. Schafer purchased a used Dodge Brothers car in September, 1916. Since then he has driven, and has proofs to support his statement, over 229,000 miles. Mr. Schafer has sworn to the above facts before a notary.

Some time ago Mr. John Anstermiller, Jr., and Mr. Robert Baur, two young men of Terre Haute, purchased a used Dodge Brothers touring car with which to tour Canada, Mexico and the Western States. At the time the car was purchased the speedometer registered 203,000 miles, and there were those who doubted that the car would ever reach Chicago. The boys returned a few weeks ago, after having

### CORRECTING SKIDS.

#### Winner of \$500 Car.

The first prize—a \$500 motor car—in the *Daily Chronicle* competition for ideas for the improvement of motoring has been won by Mr. F. Ernest Webb, of Winchmore Hill, N., managing director of Aerostyle, Ltd., a City firm of engineers.

Mr. Webb's invention may play an important part in the future development of motoring, particularly in regard to smaller cars, where its utility would be an outstanding advantage. For the "most needed improvement," he took the strong line of greater road safety and the diminution of accidents.

He knew that a large proportion of both serious and minor accidents, is due to skidding. He also knew that the really expert driver can correct skids with a precision almost uncanny to the inexperienced.

From that point he set out to invent apparatus which should correct skidding automatically and quite independently of any skill—or even action—on the part of the driver.

You will think it sounds impossible. But Mr. Webb shows us how to do it. And he wins the first prize for evolving a sound method of automatically correcting rear wheel skidding, so designed that it shall operate by the movement of the car and make no demand on the skill of the driver.

That is to say, if an absolute novice gets on a car, and it skids, this apparatus will instantly correct that skid without the driver knowing that it has been done, yet leaving him always, and in all circumstances, precisely the same control over the steering as he has in any ordinary car.

It opens up a new line of thought for the safety of motoring, and deserves the greatest credit on this line along, as when once a useful development has been thought out it always leads to further improvement on the same lines. The device is about to be patented.

### EUROPEAN ROAD RACE.

#### To be Run at Lyons.

Lyons was selected as the scene of the 1924 European grand prix road race for 122 cu. in. cars, the date for which has been set for August 5 or 6. The course selected is a part of the one used in 1914 for the French grand prix held only a few weeks before the declaration of war, and in which the Mercedes came home first, second and third.

The set of roads constitute a triangle measuring about fourteen miles round, the first leg being fairly straight and fast, the base of the triangle being hilly and winding, and the third leg constituting a perfect switchback road terminating in a winding descent to a hairpin turn constituting the apex of the triangle.

The grandstands will be erected at the same place as in 1914, near the hairpin, and will give a perfect view of the cars as they come down the winding hill from the fast leg of the course and will allow spectators to follow the cars for a distance of nearly 20 miles.

In addition to the 122 cu. in. race, this course will be used for the French Touring Grand Prix, limited to three classes of touring cars running on a limited allowance of gasoline and required to maintain an official minimum average for eight hours, half of this being at night, and afterward to run 300 miles at speed.

The leading long distance motor cycle race of the year will be held over the same course. It is probable that these two events will precede immediately the 122-in. 500-mile race.

While prospective entrants are not giving out any information regarding their plans, it is known that almost all will make use of supercharger engines. There is a possibility of two-stroke supercharges coming to the starting line; engineers who have experimented in this direction claiming that as regards gasoline consumption they can get 150 h.p. out of a 122-in. engine.

The firms expected to take part in the European grand prix are Fiat with four cars, having Felice Nazzaro, Bordino and Salamano as three of the drivers; Delage with Rene Thomas, Robert Benoist and Albert Divo; Bugatti with three or four; Voisin with three; and Sunbeam with a trio to be handled by Dario Resta, Guinness and Segrave.

### FIAT WORKS.

#### Visited by British Party.

Before returning home, the members of the Iron and Steel Institute of London, united in congress at Milan, paid visits to the most important metal works in Italy, during which a few days were spent in Turin, at the various works of the Fiat Company.

The visits began by a motor trip to Mont-Cenis where the heads of the British iron and steel industry were able to examine the immense work carried out to obtain electric energy for Fiat factories from the mountain lake 6,500 feet above sea-level.

The new Fiat automobile factory at Lingotto, on the suburbs of Turin, was visited in detail by the British delegates who, after going through the different departments of this immense building, appeared to be greatly impressed with the modern methods and the perfect organization. On reaching the roof track, which is used for testing the cars built in these works, many of the visitors seized the opportunity to travel around this aerial speedway on touring cars, while the more venturesome of the lady guests took a spin on the 2-litre racing cars which won the recent European Grand Prix race at Monza.

A visit was made by the Members of the Institute to the Piemontese Iron Works, one of the branches of the Fiat organization which has recently been increased in size and fitted with the most up-to-date machinery. One of the big 20-ton electric furnaces as well as a Martin 30-ton furnace were put into operation, after which the visitors were conducted to the rolling mills and shown the production of beams and other steel products of all sizes and sections.

At the Fiat steel works the delegates were particularly interested in the construction and operation of the Fiat patented electric steel furnaces.

The final visit was to the marine and industrial motor department of the Fiat Company, but recently purchased from the Ansaldo San Giorgio Company, but which formerly belonged to the Fiat San Giorgio. Here very powerful internal combustion

### NEW RECORDS.

#### BY CADILLAC COMPANY.

That sales, shipments and deliveries of Cadillac cars during 1923 all surpassed the high records of 1922, and that the first four months of sales of the new V-83 surpassed by more than 70 per cent. the corresponding period in the sales of the type 61, is the summary of a statement by Mr. Jay W. Dunivan, manager of distribution of the Cadillac Motor Car Company, in reviewing the Company's sales activities for the past year.

"Our records compiled at the close of the year show that 1923 sales, shipments and deliveries have all made gains over 1922, and mark the highest point yet attained in Cadillac history," states Mr. Dunivan. "From the outset of the year, sales of the type 61 were excellent, and after the introduction of the V-83 in September they began mounting in an increasing ratio over sales in the corresponding period of the earlier type, and continued to do so throughout the remaining months of the year."

The growth in sales has been accompanied by strengthening of our dealer organization, improvements in service facilities, the erection of many new buildings by distributors and dealers, and closer factory co-operation with them through an increase in district supervision.

"The economic outlook for 1924 is good. With few exceptions, most sections of the country are prosperous. The new V-83 Cadillac has been accorded the greatest reception of any Cadillac, and our distributors and dealers throughout the country in the new year will be operating on quotas considerably advanced over those of 1923."

engines of all types are built, in addition to similar machinery. In the test department, the visitors were shown a big engine designed for an electric generating station and developing 1,500 h.p. and in addition were allowed to examine a high-speed experimental engine for submarines.

These visits undoubtedly gave the members of the Iron and Steel Institute an opportunity of appreciating the important position acquired by Italy in the iron and steel industries.

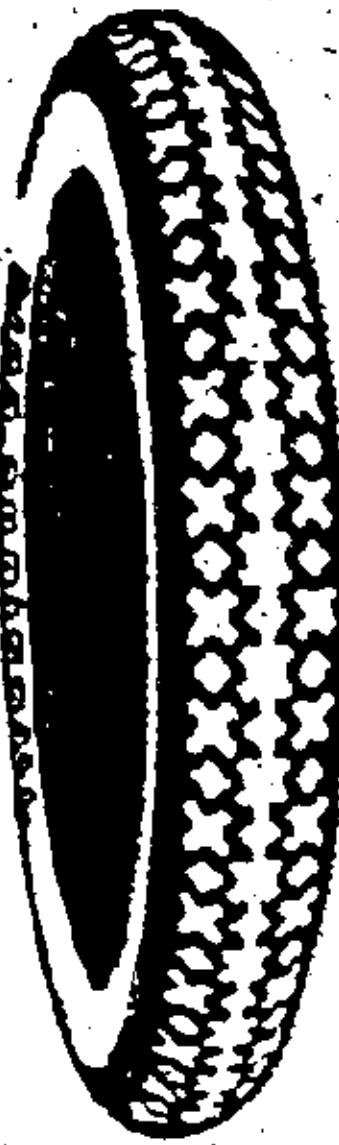
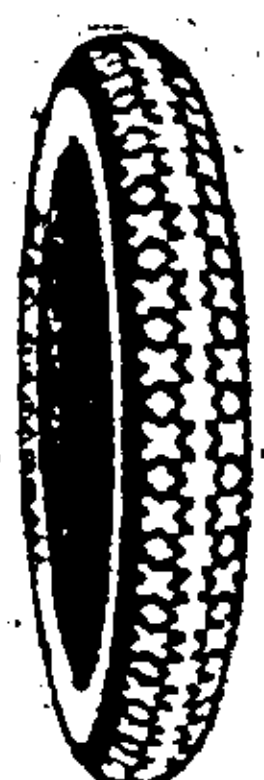


The police records usually show that men are at the wheel when cars collide at this corner.



# Firestone

Taxicab and omnibus operators are without question careful and efficient buyers of tyre mileage and FIRESTONE GUM DIPPED CORDS have given such conspicuous demonstrations of mileage superiority that the largest and most successful companies have standardized on these economical tires.



**Most Miles Per Dollar**

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

## 1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

**33.8 MILES PER GALLON**

on a run from New York to San Francisco.

### THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

**Hongkong Hotel Garage.**

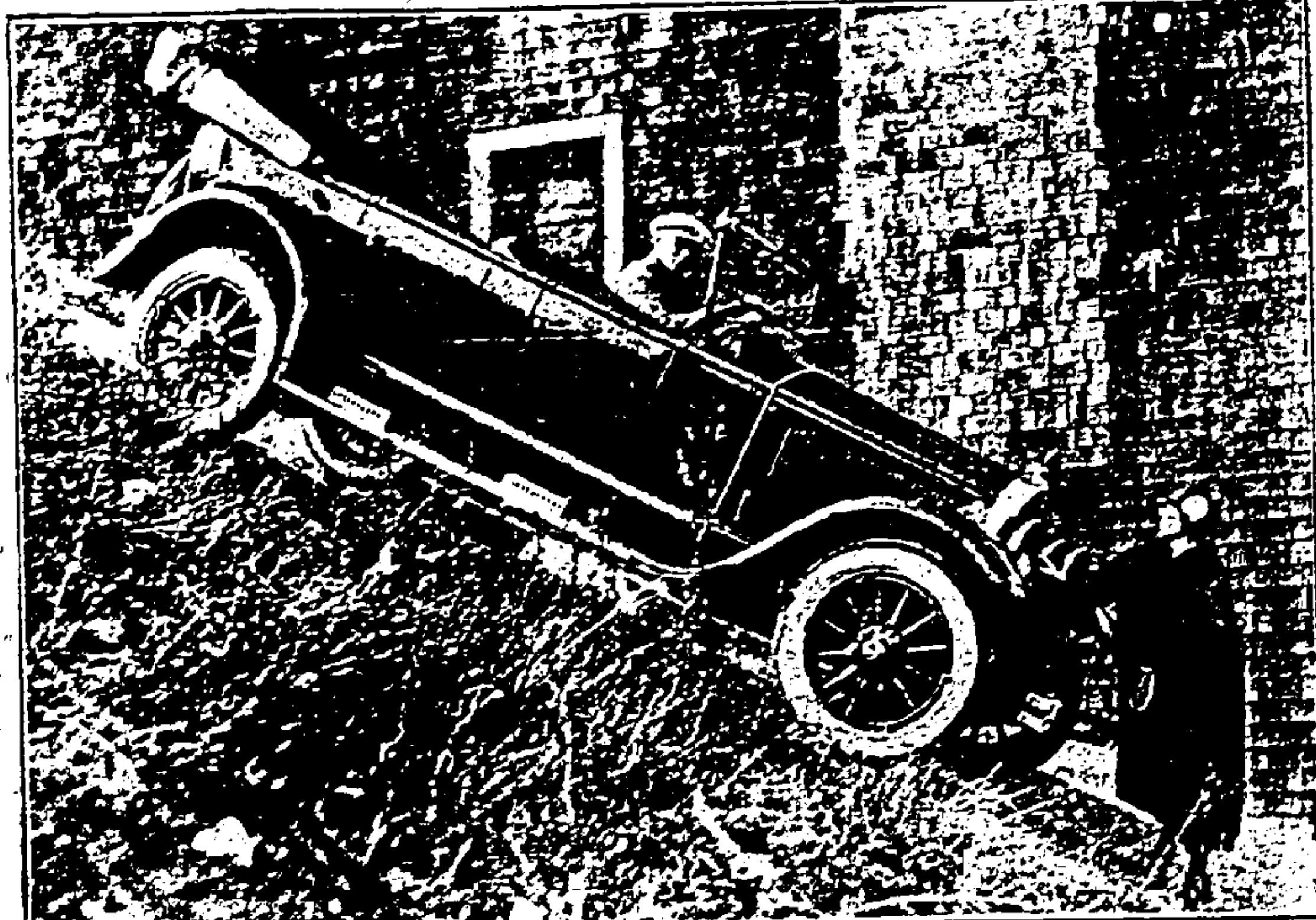
Tel. 32

Queen's Road,  
Show Rooms

Tel. 32

**The Hongkong and Shanghai Hotels Ltd.**

### FACTS THAT SPEAK FOR THEMSELVES



1924	OFFICIAL POLICE BRAKING LIMITS (Tests always carried out dry roads)	BUICK PERFORMANCE ON DRY ROADS	BUICK PERFORMANCE ON WET ROADS	1924
Four wheel	10 m.p.h. 9' 2"	10 m.p.h. took 2'	10 m.p.h. took 3' 11"	Four wheel
brakes	15 m.p.h. 20' 8"	15 m.p.h. " 10' 2"	15 m.p.h. " 11' 9"	brakes
	20 m.p.h. 27'	20 m.p.h. " 15' 8 1/2"	20 m.p.h. " 20' 8"	
	25 m.p.h. 58'	25 m.p.h. " 27' 14"	25 m.p.h. " 29' 9"	
	30 m.p.h. 83' 3"	30 m.p.h. " 33' 8 1/2"	30 m.p.h. " 42' 9"	
	35 m.p.h. 113'	35 m.p.h. " 41' 3 1/2"	35 m.p.h. " 59' 1"	
BUICKS	(Speedometers were tested before and after the test and were found to be registered correctly.)			BUICKS

**THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.**

### NOBODY SERIOUSLY HURT IN THIS SMASH



Twenty persons were in these two vehicles when they crashed at Memphis, recently—and none was seriously hurt! A motor bus and touring car collided, the bus—carrying 19 people—being demolished.

#### OVER 4,000 Miles.

##### ON A NEW BUICK.

To start on a trip of more than 4,000 miles over the plains and mountains of the western part of the United States in a new car, is an undertaking that might well give pause to many an experienced motorist, but to start such a trip not only in a new car, but in the first car of a new series incorporating many radical changes of design such as the new 1924 Buick, was the recent experience of Mr. A. H. Childs of San Francisco, California, the purchaser of the first car of the new series delivered by the Buick Motor Company.

Mr. Childs and his party arrived at Flint, Michigan, on August 2nd, and took delivery at the factory of the first car completed under the 1924 production schedule. The party started for home on the same day, intending that the trip should accomplish the double purpose of providing an interesting vacation trip and bringing home the new car.

From Flint, Mr. Childs drove over to Chicago, then to St. Paul, Minnesota, and continued his journey westward across the prairies to Billings, Montana. From there the party entered the Yellowstone National Park by way of Cody, and spent four days sightseeing in that wonderful natural preserve which has been set apart for ever by the Government of the United States. In these great National Parks, the trees, vegetation and animals are protected against destruction, in order to preserve the natural beauty of the country for the education and enjoyment of the people. Leaving Yellowstone by way of the northwestern gateway at Gardner, the tourists drove on to another one of the numerous national parks set up by the Government, Glacier National Park, and then proceeded over the highway known as the Yellowstone Trail across the Rocky Mountains to Spokane, Washington.

The next objective of the tour was Portland, the principal city of the state of Oregon.

From Portland, Mr. Childs and his party traversed the Columbia River Highway, a trip which reveals some of the most magnificent scenery in the United States, and then through Oregon and California to his home at San Francisco. "Wherever the car stopped, an interested group of spectators gathered to inspect the new model.

At the conclusion of his journey, which included 4,327 miles under exceptionally severe conditions, such as climbing and descending the Rocky Mountains and traversing roads made almost impassable by heavy rains, Mr. Childs was enthusiastic about the performance of his car.

Not once did the engine require any attention and the four wheel brakes proved their real worth on many occasions, particularly in the dense traffic of Clark Street, Chicago, and on the sharp hair-pin turns in the Rocky Mountains. I'm strong for four wheel brakes after this trip, as they were given the real acid test. No adjustments were necessary on any part of the chassis, the motor, or the four-wheel brakes. We can proudly say that our initial trip in the first automobile delivered by the Buick factory for the 1924 season was a pleasant one from start to finish.

In these words, Mr. Childs summed up his experiences and added a full measure of praise for the treatment which he received from all the Buick dealers en route. In the most remote regions, the same courteous treatment was accorded to his party as in the metropolitan centres, the kind of service that cements

#### FORD'S LATEST.

##### The Tudor Sedan.

The Ford Motor Company at the close of last year announced an addition to its line of cars—the Tudor Sedan which brings to the public an entirely new style of Ford enclosed body.

It is a distinctive type designed to carry five passengers in comfort. The roof line is low and straight which with the larger radiator, now standard on all Ford cars, gave Ford designers an opportunity of effecting most graceful lines and at the same time a most sturdy construction.

Besides its general and high quality aspect, the Tudor Sedan has several new features which promise to win immediate favour. The two doors are unusually wide, 28 3/4 inches to be exact, and are set at the front of the car, hung in exceptionally heavy frames and swing open forward on either side in line with the driver's seat.

Side windows running back from the doors are oblong in shape and thirty-two inches in length, affording unusual vision to the occupants, while a large rear window adds to the visibility. All window glasses are lowered flush with the framing, affording clear vision and the maximum ventilation.

Exterior appearance is enhanced by a windshield visor, cowl ventilator and secure rear fenders of new design.

Interior arrangement of the Tudor Sedan meets all comfort requirements both for driver and passengers. The driver's seat is of the "bucket" design, with easy cushion and back, assuring restful posture. There is a noticeable roominess in front with plenty of foot room. The tilting seat opposite the driver folds compactly out of the way so that entrance and exit through the large and roomy door is easily and conveniently effected by those occupying the rear seat which is amply large for three persons.

Because of the location of the door, the driver has convenient access to his seat without folding up the extra seat along side. The gasoline tank is located under the driver's seat making it unnecessary for him to disturb any other passengers when filling the tank.

Interior fittings are attractive. The upholstery is in special Ford fabric of dark brown with floor rug to match. Both the doors and side windows have been equipped with revolving type window regulators of the same design as those used in cars of much higher price.

The Tudor Sedan, which is now in production, is priced at \$590 at Detroit.

#### Filling the Battery.

Never fill the battery with water to too high a level. The water will tend to work through the top, starting corrosion of the terminals and quick destruction of the wooden box. The top of the box should be kept dry and the terminals should be cleaned and covered with vaseline so that moisture may not collect upon the metal parts.

friendship between the owner and the representatives of the car.

Not only, it may be added, in the part of the country covered by Mr. Childs on his interesting trip, but everywhere in the world where Buick merchants are to be found, good service is available to Buick owners.

### GENERAL MOTORS

#### FORMING A DANISH COMPANY.

General Motors Corporation is forming a Danish stock company to be known as General Motors A/S, with headquarters in Copenhagen, Denmark.

There is now being established in the South harbour district of Copenhagen a plant in which to assemble Chevrolet chassis and bodies and carry stocks of parts for service.

This new organization will market these cars in Norway, Sweden, Denmark, Finland, Poland, Estonia, Latvia, Lithuania, Russia, Germany, Austria, Hungary, Czechoslovakia and ultimately Holland.

This operation will be under the direction of James D. Mooney, Vice-President of General Motors Corporation in charge of export matters. H. G. Zimmerman, Copenhagen Branch Manager of the General Motors Export Company, will be in charge of the new organization.

The establishment of this assembly plant is in line with the policy of General Motors announced some time since to expand the distribution of its products in overseas markets as rapidly as economic conditions justify.

# TRIUMPH

## 1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

**Electric Magdyno Lighting Set**

Roller Chain Drive, 3 inch Tyres.

**Price:—H. K. \$800.**

SOLE AGENTS:—

**Alex. Ross & Company,**  
(China) Ltd.

Bank of China Building, Duddell Street.  
Telephone C, 2487.



## Storage Batteries

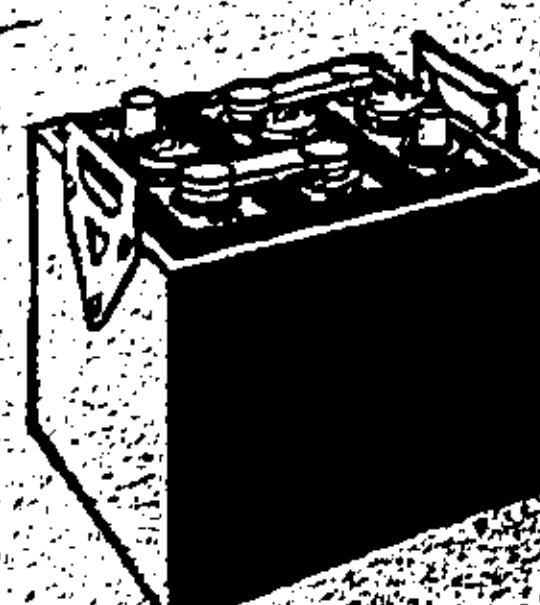
Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals, to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—"famous for the service they render."

**The Dragon Motor Car Co., Ltd.**

Telephone Central 3950

A. J. Allison, Service Manager.





## LYMPNE GLIDER CONTEST

87½ MILES

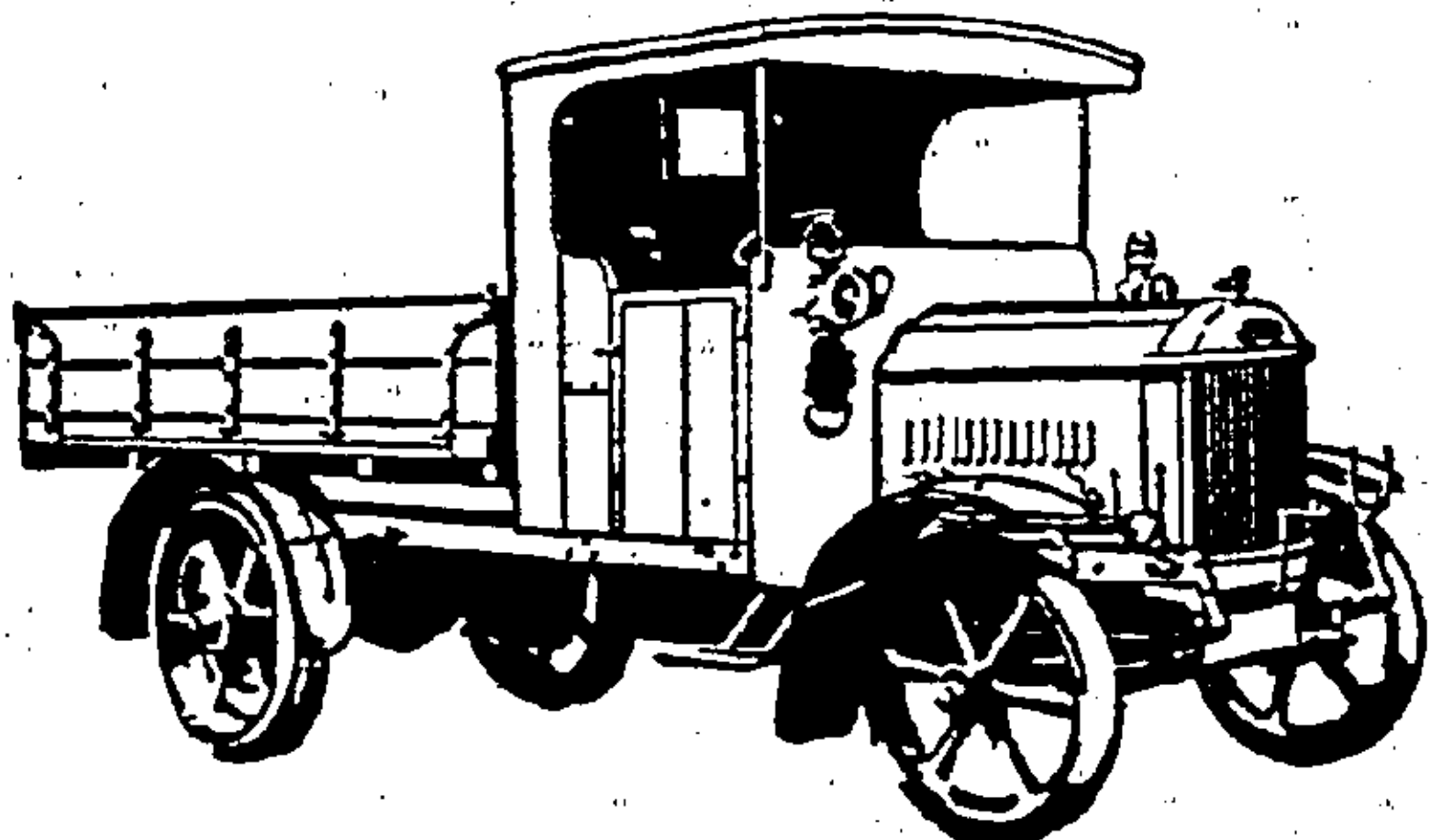
flown on 1 gallon  
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Mono-plane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympe, used

SHELL  
SPIRIT

PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.

Dennis  
MOTORSAs used by The Hongkong  
Government.

2-2½ ton truck chassis

THE TRUCK WHICH HAS PROVED  
ITS WORTH IN HONGKONG

SOLE AGENTS

Alex. Ross & Company  
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NERACAR

THE LIGHT WEIGHT MOTOR CYCLE  
WITHOUT A PEER.

You can go as you are on the "NERACAR". Wide fenders and broad deck protect your clothing from dirt, dust, oil and grease. It is in every respect a gentlemen's motor cycle.

Strongly built, safe and economical, it is capable of doing 115 miles to the gallon of gas and 35 miles per hour—plenty enough speed.

DE SOUSA &amp; CO.

Sole Agents for South China.  
2nd. Floor, St. George's Building,  
Telephone No. Central 1284.WARNING  
—and the dangerous curve is a-footTHE MOTORIST'S  
"RIGHT-O-WAY."How to Use Unwritten  
Laws.

Has the motorist any real right of way in all circumstances? Or has he only partial rights by comparison with other road-using units? And to what extent should he insist on his rights—if any?

It is to be hoped that these Safety First problems may at very long last be tackled by officialdom this year, says a writer in a Home paper.

One thing that is certain is that it is useless to look for any marked diminution of accidents until the subject is tackled and a code of regulations introduced more closely approaching sanity.

In the meantime it is always advisable for the motorist to insist on any "rights" he may have, or may fondly imagine to be his.

COMMON-SENSE RIGHTS. There are two "rights of way" with which motorists are chiefly concerned, though both, despite general usage by experienced motorists, remain only "unwritten laws," and therefore not necessarily binding on legal considerations.

The first and most important of these ephemeral "rights" is that traffic on a main road, should have preference to traffic joining or crossing it from roads of lesser magnitude or importance.

Secondly, there is the right of the unobstructed vehicle to precedence in cases where two cars are meeting from opposite directions, and one of them is obstructed by some third vehicle or equivalent obstruction.

In such cases of course the party whose so-called "correct side of the road" is obstructed must give way to the party whose "correct side" is unobstructed. These are unwritten laws amongst motorists, but they are not legal laws. They are too close to common sense to be legalised motor laws.

TAKING SAFETY FOR GRANTED. But whilst it is highly desirable that we should get some of these unwritten laws made legally binding, it is highly undesirable that motorists should begin to drive on too definite an assumption that the practice is fully established.

There is getting a little too much of the "I've blown the horn, I'm on the main road, so it's all up to the other fellow" idea at cross roads, alike in town and country. That is bad.

Even when we get this common-sense Safety First rule

## SEVEN CENTS A MILE.

## Cost of Running a Car.

The question of what is the cost for the operation of an automobile on a mileage basis has been partially answered by the U. S. Government.

In preparation of the annual budget for 1923 government experts have figured original cost, depreciation, gasoline, tyres, etc., and have declared that the cost per mile for automobile is 7 cents and for motorcycles 3 cents.

Allowance, however, is made for certain conditions, such as mountainous regions, swamps and poor roads, and while the figure may be high in some localities and low in others, the government experts figure that the 7-cent cost per mile basis is adequate and fair, and it has been accepted by the budget committee in figuring estimates.

The calculations are based on what is characterized as a moderately priced car, being neither the lowest priced nor the most expensive make.

legalised, such law will not entitle the main road driver to treat a cross road like a section of Brooklands track.

It will merely mean that the main road user must take reasonable care—e.g., to guard against cattle coming from the minor road—but that the minor road user must shoulder full care—to guard against every probable or possible user of the main road.

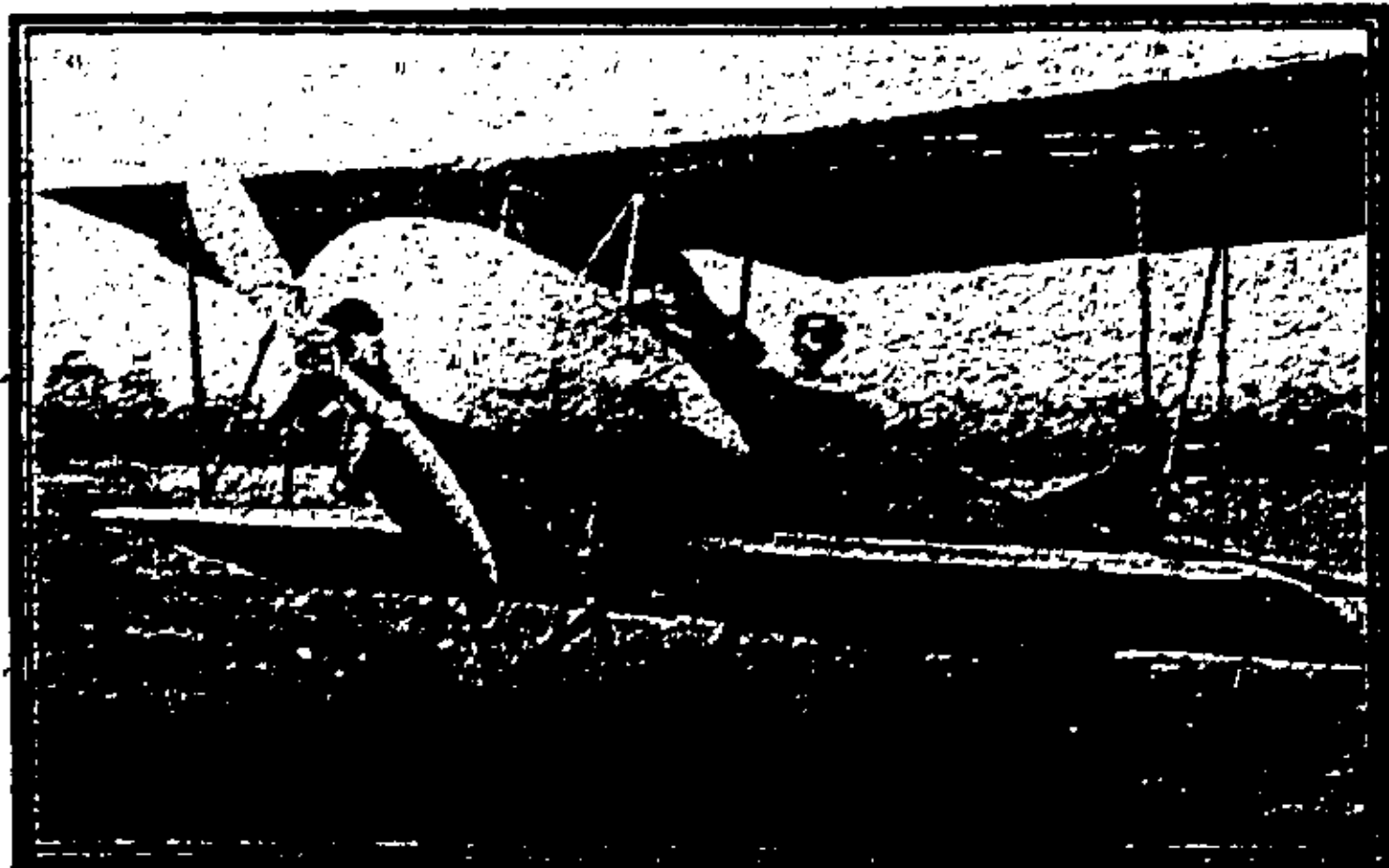
ONUS OF RESPONSIBILITY. Consequently these rights, apart from their not being "rights," should always be exercised with reasonable discretion. In any accident where such discretion had not been used, the pleading of "rights" would be wrong—both at law and in common sense on this occasion.

It is, and, so far as I can ensure it, always will be, legally and morally "up to" every motorist to take adequate care and precautions against accident at all times, and in all circumstances.

That, however, does not prevent the legalising, or in any way detract from the utility of making one particular driver take more than a "50-50" percent of care at cross roads and in similar circumstances.

We need that, and we need it badly. But in the meantime don't be tempted to abuse the rights conveyed by unwritten (or written) laws.

## GERMAN MACHINES FOR SALE.



Front view of aeroplane offered with others to the Nanking authorities for \$9,000 apiece, L.O.B., Hamburg, Germany. The agent making the offer also proposed to furnish German mechanics to set them up in an aeroplane factory at Nanking.

## 5,285 INSPECTIONS PER CAR.

The faithfulness of performance so universally remarked in Dodge Brothers Motor Cars, is due, in no small part, to the thoroughness with which each unit is inspected during the process of manufacture and assembly.

A trained staff of 1,100 experts is employed in this work alone, and approximately 5,285 inspections are made on each car.

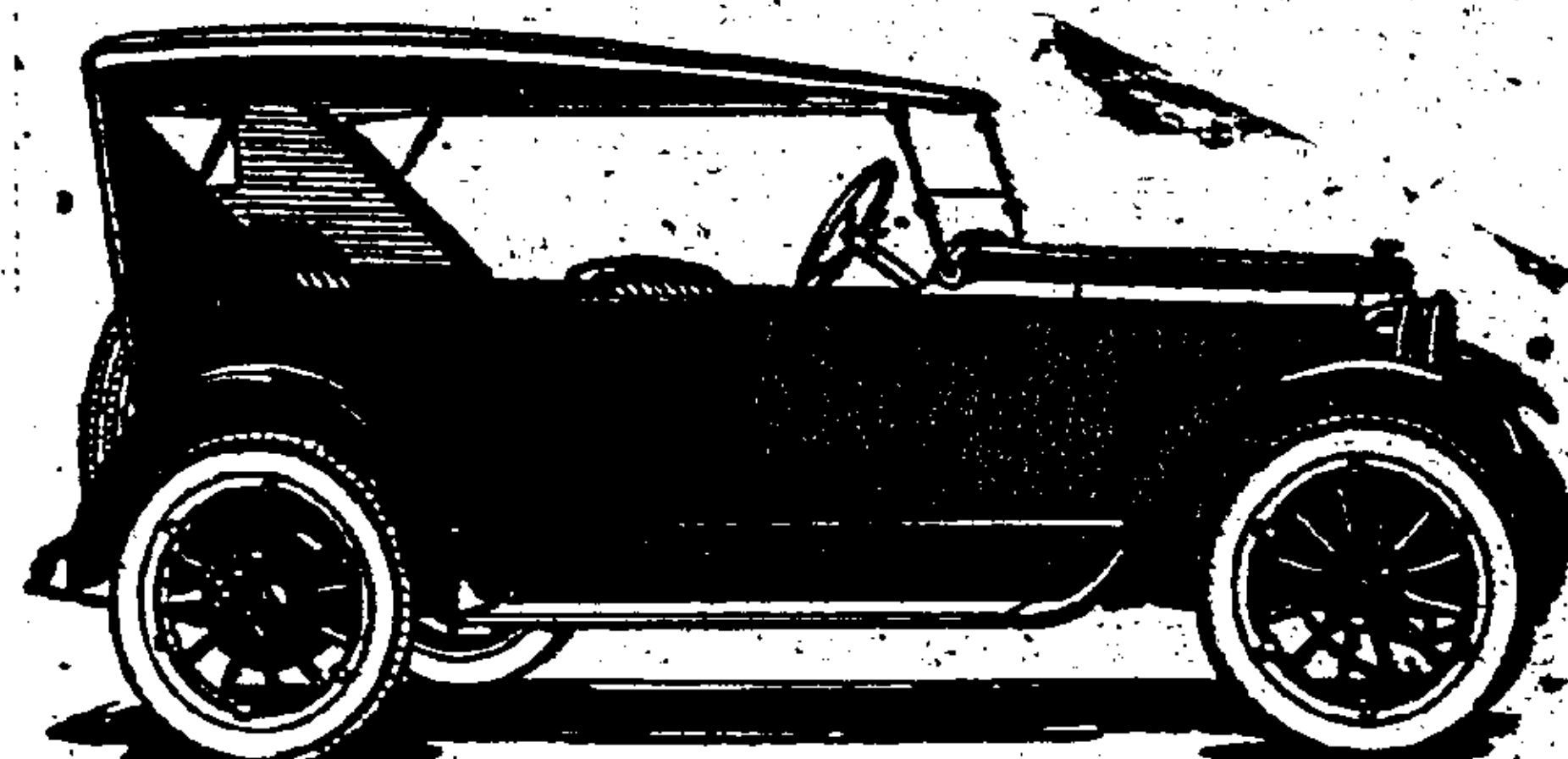
So exacting and rigid are the standards applied to these inspections that the slightest variation, either in workmanship or material, is sufficient cause for immediate rejection.

And, before the car is delivered to the purchaser, it is given a thorough, final inspection and tuning up by the Dodge Brothers dealer.

The deep satisfaction universally expressed by more than 900,000 owners—many of them in the Far East—is due in a great measure to the rigid thoroughness of this inspection programme.

The price of the Standard Model 5-passenger Touring Car, complete with Magneto and with five Cord Tyres is ..... \$2400.

COME AND SEE IT.



The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room.

Wong Nei Chung Road (Happy Valley).

Telephone Central 8850

## European Grand Prix.

Cash prizes to a total of 230,000 francs will be offered in connection with the European Grand Prix race for 122 cu. in. cars, the date of which has been fixed for Sunday August 3, at Lyons. This is the first occasion on which the

Automobile Club of France has offered a money prize for any event it has organized, for until quite recently it was strongly opposed to races being run for anything but the glory attached to them. It is understood that the winner of the Grand Prix 122

cu. in. race will receive 100,000 francs cash; the second man home will receive 25,000 francs, and the third 10,000 francs. The winner in each of the three classes, for the Touring Grand Prix will receive 10,000 francs each and the second 5,000 francs.

DUNLOP  
CORDS

for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.

BE FREE OF ALL TYRE TROUBLES  
DURING 1924.fit Dunlop  
and be satisfiedAS SUPPLIED TO  
THE HONGKONG  
GOVERNMENT.

Obtainable in all stores from stocks carried by The Hongkong and Kowloon Tyre Co. Ltd., Kowloon, and J. Gibbs & Co. Alexanders Buildings, 67-68 (Sundays & Holidays) C. 4333.

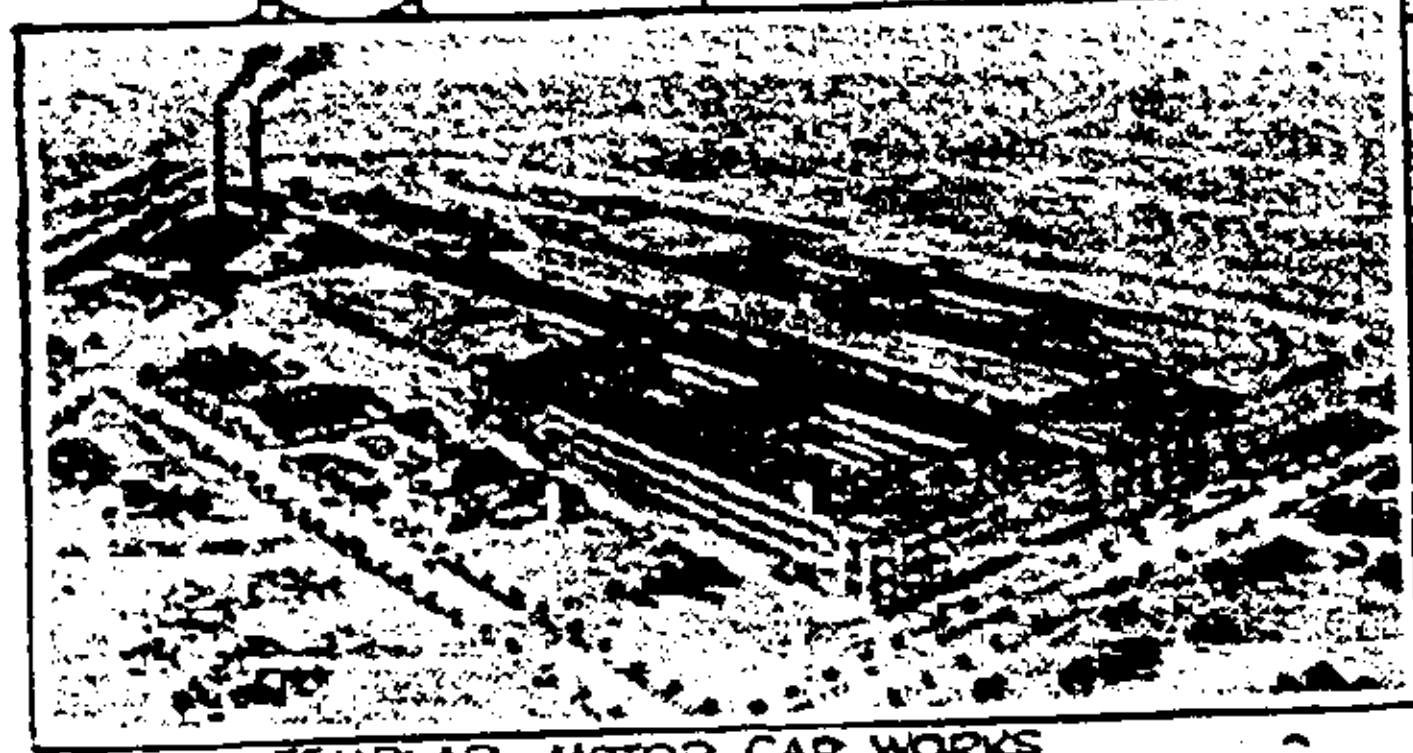
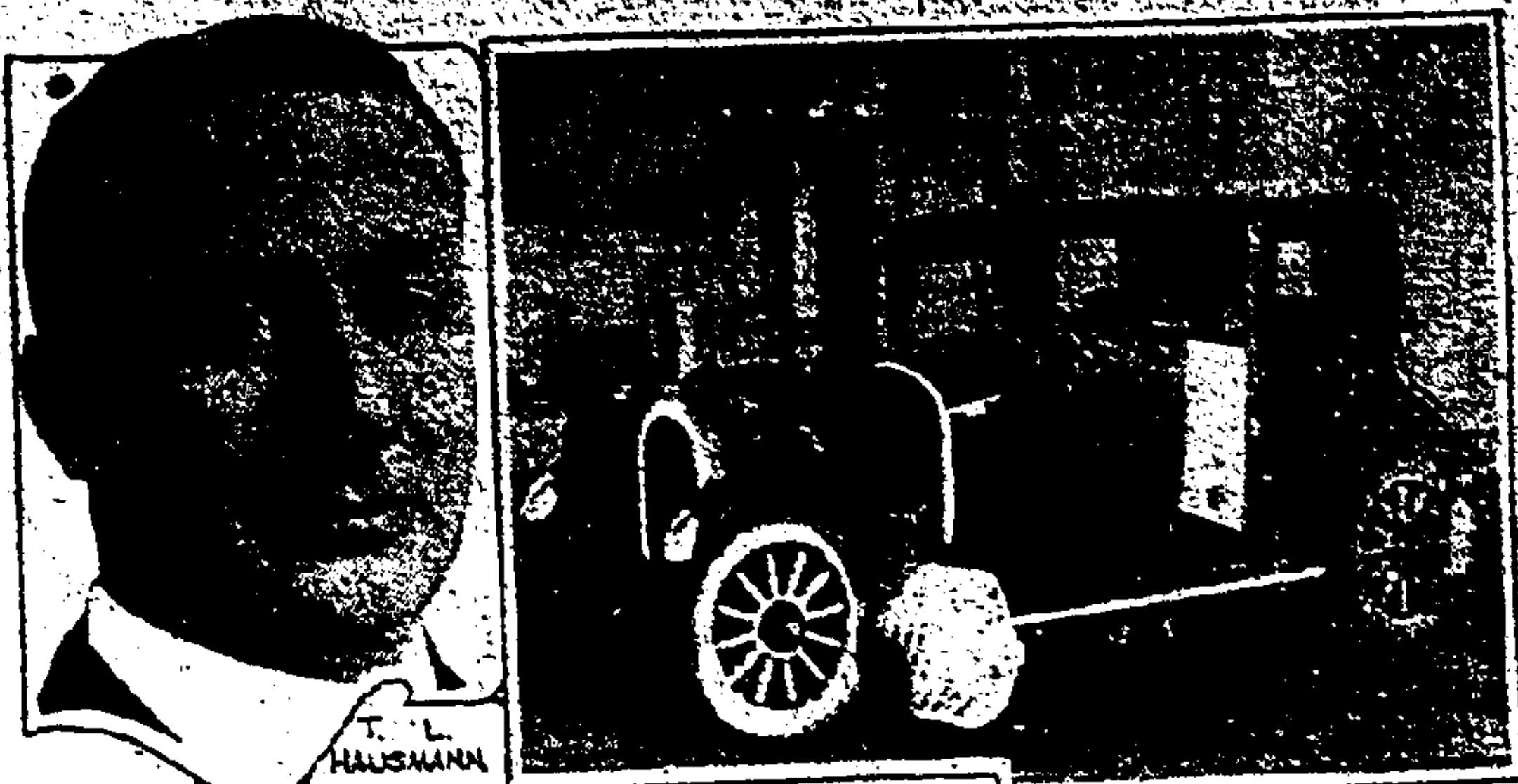
DUNLOP

Rubber Co., (China Ltd.)

Founders throughout the World of the Pneumatic Tyre Industry.  
c/o SHEWAN TOMES & Co., Ltd.  
Hongkong — Phone C4554



### NEW MOTOR SALES SCHEME To Bring Public, Dealer and Manufacturer Together.



TEMPLAR MOTOR CAR WORKS

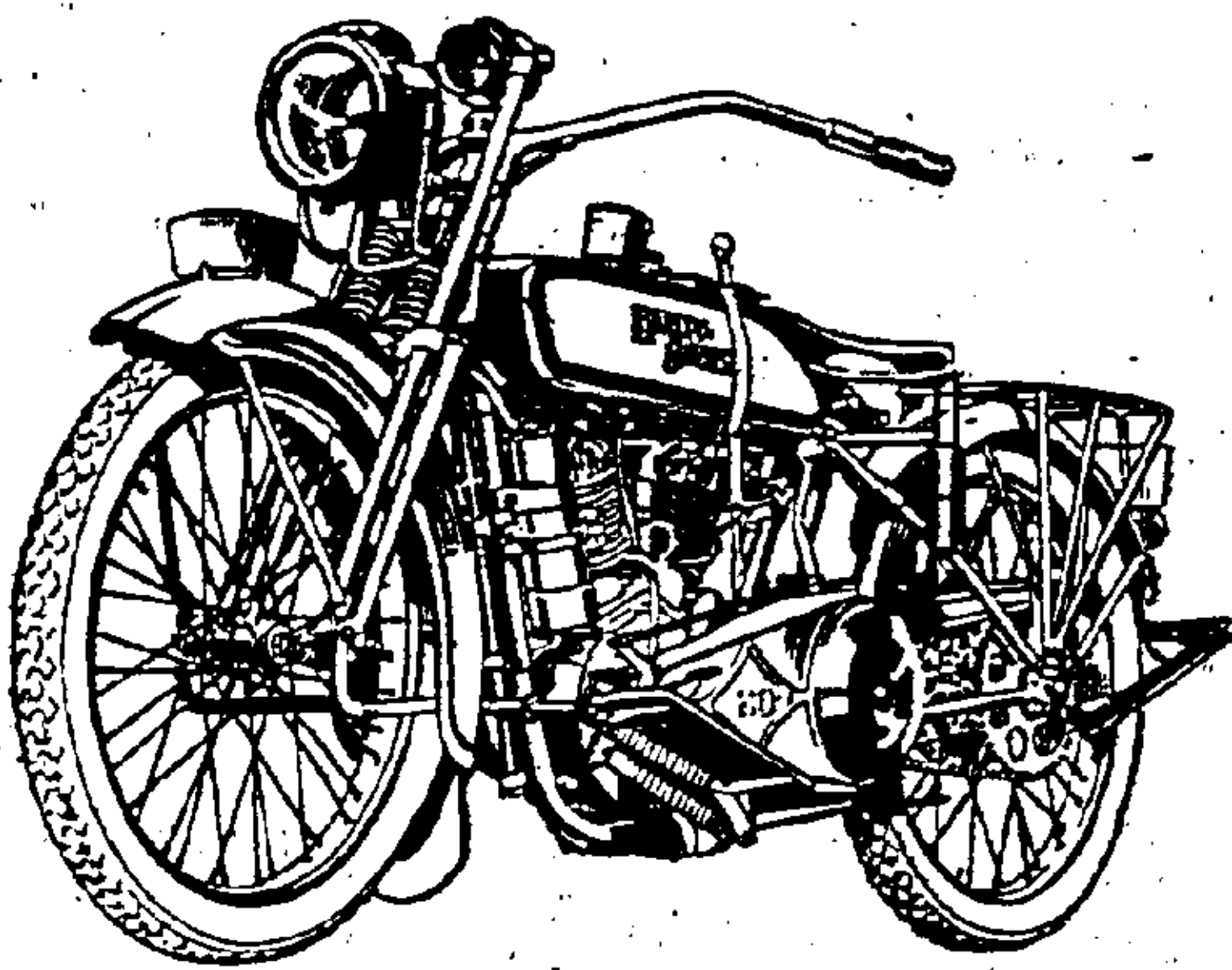
LAST TOUCHES TO FIRST TEMPLAR

Mr. T. L. Hausmann, nineteen acres, cost \$3,000,000, president of the newly organized and has a maximum capacity of 50,000 cars annually. Some of Cleveland, has for years been a prominent figure in the automobile world and is known for his organizing ability, his dominant personality, and his intimate knowledge of trade conditions. Under his direction, the company with \$5,000,000 behind it has scored one of the most remarkable successes in the automobile history. It has begun work on its 1924 schedule of production at its plant which occupies

through its executive committee, will be in constant touch with the factory and have a voice and vote in the formulation of all factory policies both as to manufacturing and merchandising and in bringing to the attention of the manufacturer the demands and ideas of the public. This is the only method so far devised in history which will bring the public, the dealer and the manufacturer together on common ground.

Templar policies will go far toward solving the used-car problem. The new Templar will be a 100,000 mile car. The owner will be educated to understand that he is buying mileage and must drive the depreciation out of his car and accept the responsibility for the disposal of his car. The solution of the used-car problem, one of the most serious in the industry, lies in a long-life car sold on transportation mileage basis with no trade-in ideas behind it.

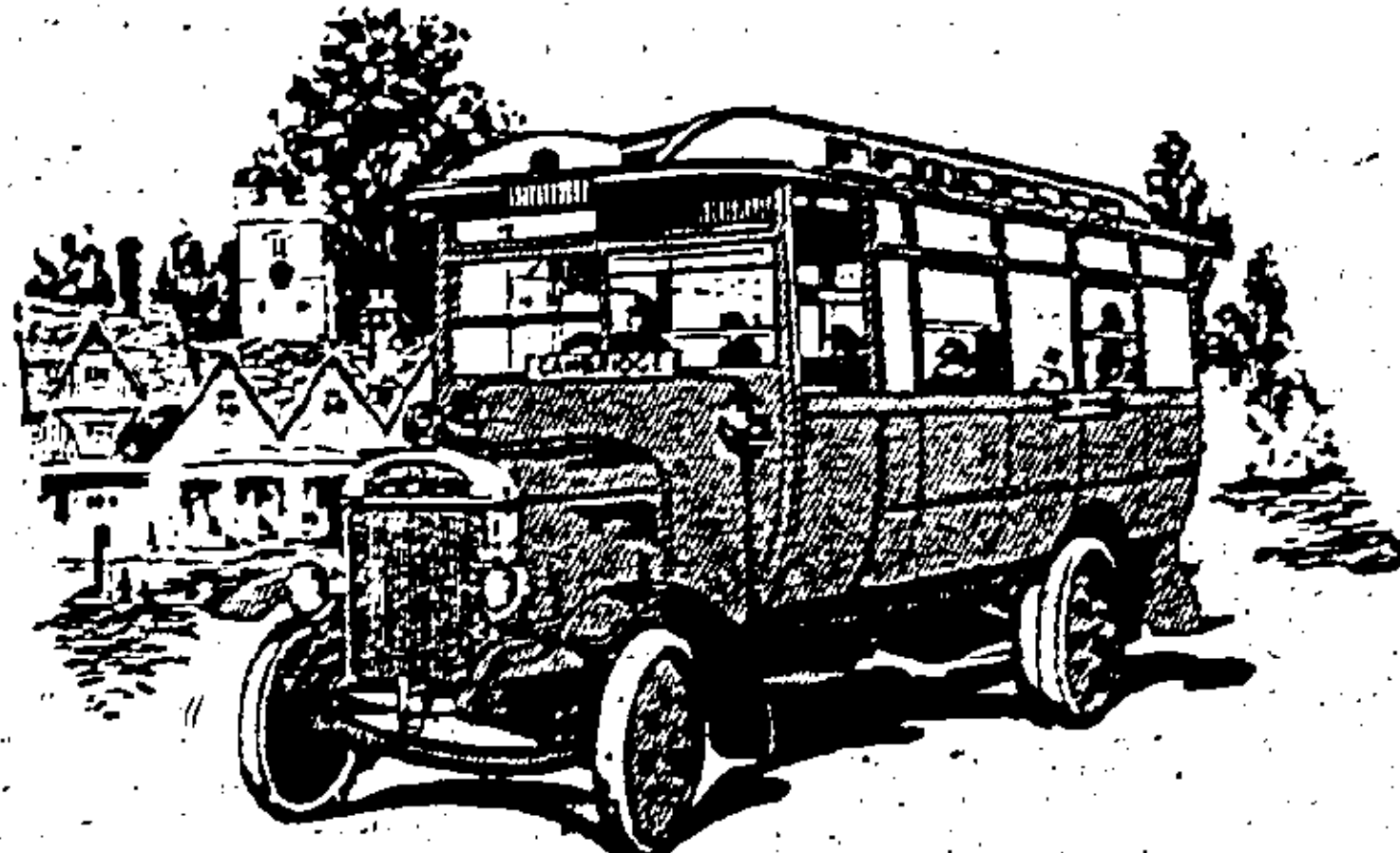
## HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY  
**SHEWAN TOMES & CO.**  
Sole Agents, Tel. 781.

## THORNYCROFT

COMMERCIAL VEHICLES  
A TYPE FOR EVERY REQUIREMENT.



British Bus for British Colony  
SERVICE and ECONOMY.  
SPECIFICATION and PRICES  
**HONGKONG HOTEL GARAGE**

Tel. 32. SPARE PARTS IN STOCK. Tel. 32.  
THE HONGKONG & SHANGHAI HOTELS, LIMITED.

### EMPIRE EXHIBITION.

#### CROSSLEY MOTORS EXHIBIT.

In anticipation of a large influx of overseas visitors to the British Empire Exhibition to be held at Wembley, near London, in April 1924, Crossley Motors Ltd., have taken space in order to exhibit a full range of their cars including the famous 196 h.p. model which recently added a chapter to motoring history by breaking all R.A.C. Certified Trial Car Mileage Records, and also the 15-30 h.p. model which has achieved so large a measure of popularity amongst overseas motorists. In addition special arrangements are being made to receive overseas visitors at their Export Department, 40-41 Conduit Street, London, W.1. where practically every type of Crossley car will be on view, and where visitors can discuss all

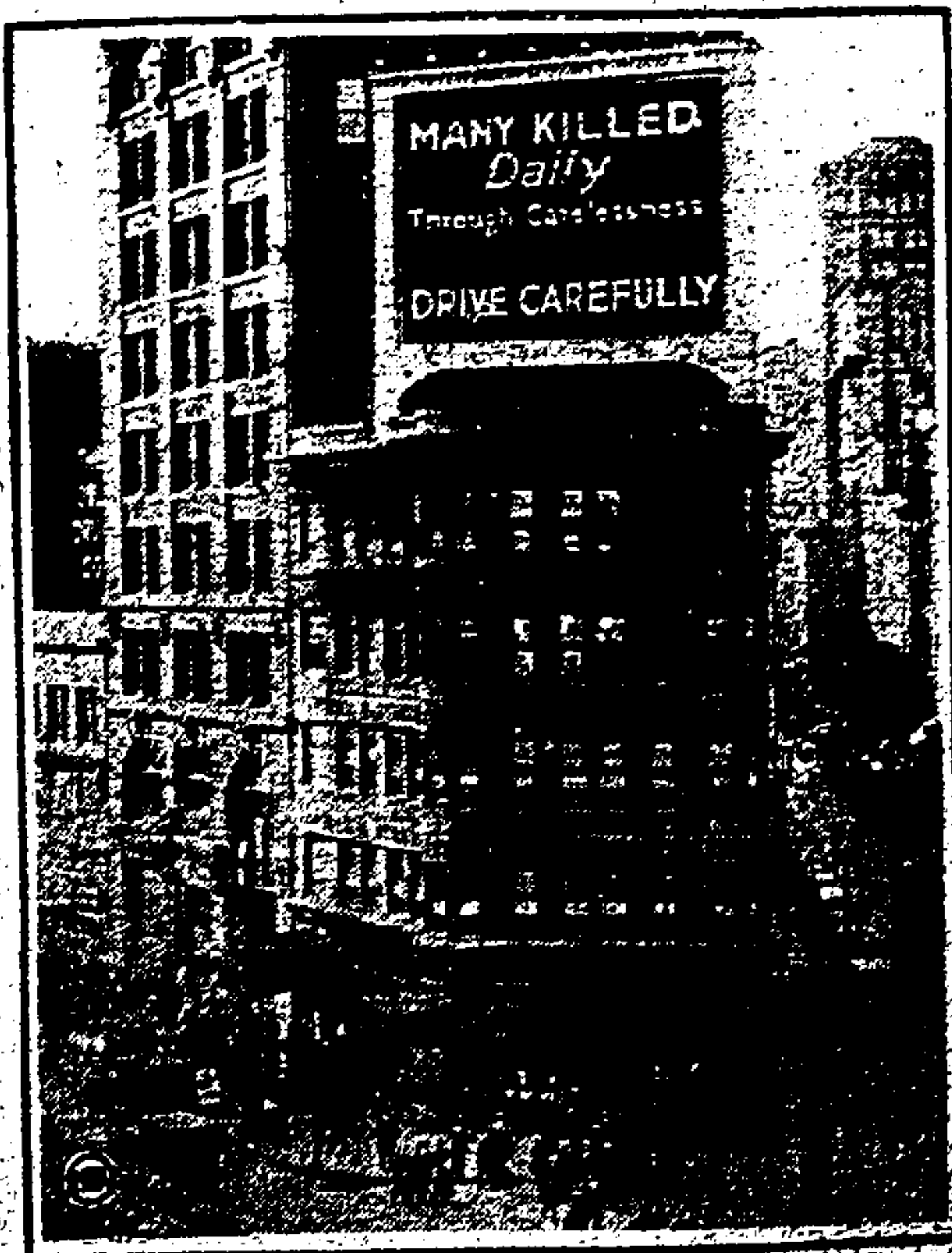
#### OVERSEAS VISITORS TO ENGLAND.

Another special arrangement is that overseas visitors to England can buy their car at export prices, use it up to six months in England and then have it delivered free to main port in their own country. It is expected that this arrangement will prove exceedingly attractive to many overseas visitors to the British Empire Exhibition.

#### AN INVITATION.

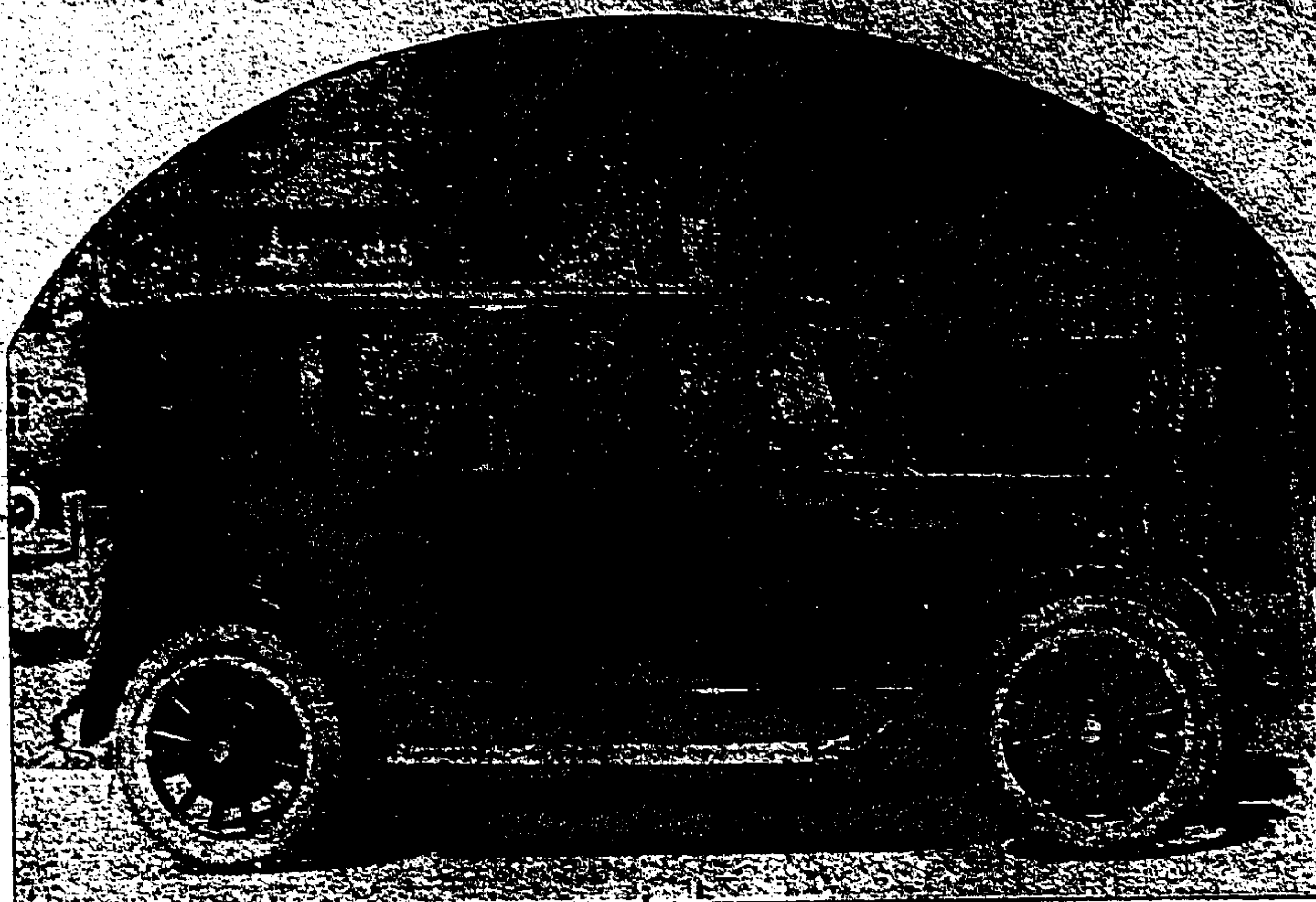
We are asked by Crossley Motors, Ltd., to invite on their behalf all Crossley owners and in fact every motorist who visits the Exhibition to call at the Crossley Stand and also at the Crossley Export Department. They can rest assured that they will receive a very warm welcome.

### FRISCO'S SAFETY WARNING.



The huge advertising sign shown above represents San Francisco's latest war on motor accidents. At the busiest corner of the city it stands as a reminder that carelessness is the chief cause of accidental death. The sign, with its shibboleth of safety, "Watch Your Step—Drive Carefully," is said to have exerted a salutary influence on motorists and pedestrians alike.

### THE ALL-WEATHER BUSINESS MAN'S CAR—DODGE MODEL



The above picture shows the new Dodge Brothers' business sedan.

#### NEW DODGE CAR.

##### Assures Easy Riding.

It doesn't take an owner long to detect remarkable riding qualities of the new Dodge Brothers motor cars, according to the Dragon Motor Car Company, Ltd., local Dodge Brothers dealers.

The cars have been tried out now by owners over every kind of going and the riding comfort has been demonstrated thoroughly. It is felt in both the front and rear seats, regardless of position or road conditions. There is no questioning the feeling of unusual comfort and the definite impression of stability and solidity which contribute so materially to satisfaction in driving.

The splendid riding comfort of the new Dodge Brothers cars is due largely to the type of rear spring suspension employed. The rear springs which are extremely long, are underslung. Also, the fact that the body has been lengthened and lowered tends to make the car cling more firmly to the road.

The new car is, in every sense, a remarkably easy riding car.

#### YOUR CAR HORN.

##### Should Not be Overlooked.

Approximately 95 per cent. of the owners of motor cars never oil their horns. Because the horn gives little trouble, little attention has been paid to it. The horn usually outlasts the car if conscientiously oiled. It is not necessary to oil it as frequently as the other mechanism of the car—twice a year being sufficient. It takes little effort on the part of the motorist to be sure that his horn is always in operating condition.

If the horn does not work, the following check-up should be made—Is the battery sufficiently charged? Test voltage at horn terminals. The voltmeter should show at least 5½ volts when horn is operating. Are electrical connections tight and free from corrosion? Is wiring properly insulated and free from accidental grounding? Is wiring of proper size? Gauge 14 or 16 should be used. Are push button contacts corroded or out of adjustment? Has the horn been properly lubricated?

If all these have been tried and still the horn does not operate, take off the back shell and clean the commutator with a clean, soft rag.

If the horn still fails to operate, take it to the dealer from whom it was purchased or the service station maintained to repair horns of that make.

##### Why Clutches Grab.

Clutch grabbing is caused by too heavy spring pressure, by facings that have become rough and dry, by end play in the clutch shaft, or by too tight an adjustment. Drivers who jam in the clutch are likely to produce this fault when they bring such a job in for repairs.

#### FOUR-WHEEL BRAKES.

##### A Striking Demonstration.

A remarkable demonstration of the braking abilities of the new 1924 Buick was given recently by Mr. W. E. Ferguson, distributor for Buick cars at Riverside, California, to show the traffic police what can be done with the new Buick in traffic as well as on the highways. Sheriff Ryan, Deputy Chief Rayburn, newspaper representatives, and Mr. L. Willys in a new six-cylinder four-wheel brake Buick tested the car at various speeds to find out how quickly the car could be brought to a complete stop.

Repeatedly at a speed of 30 miles per hour the car was brought to a stop within 30 feet; at 40 miles per hour, within 40 feet, and in 45 miles an hour within 50 feet. In each instance the passengers on the rear seat could but slightly notice that the car was being brought to a sudden stop. The ease and steadiness with which sudden stops were made is convincing evidence of the correctness of the four-wheel brake principle.

##### COMMENT BY TRAFFIC OFFICERS.

In commenting on the ability to brake quickly with this new Buick, Sheriff Ryan said: "I certainly cannot praise the performance of this new Buick too highly. Undoubtedly the four-wheel brake principle should greatly reduce the number of accidents on city streets and give the motorists much better control of their cars." A number of insurance companies have signified their endorsement of four-wheel brake automobiles by announcing reductions in insurance rates on them of 10 per cent. on collision insurance and five per cent. on property damage.

Of the several distinctive points about Buick four-wheel brakes one is that both front and rear sets are of the external-contrasting order and interchangeable on all four wheels. Another is that they are applied in exactly the same way as are the conventional outside brakes on the rear wheels, except for the universal joints necessary to permit the front wheels to be deflected in steering.

Still another distinctive point is that the bands are anchored to the spiders in such a way as to give a three-quarter wrap when going forward. This raises a

point in brake-band design, that once figured largely in discussions of the merits of different cars.

##### WHERE THE EFFECT IS.

A band anchored at one end when applied by drawing up on the opposite extremity will tend, by friction, to wrap itself more tightly around the drum when the latter is turning in the direction of the wrap. Similarly, when the drum is turning in the opposite direction, the band will tend to unwrap. A band anchored at one end and thus becomes a "single acting" brake, of the type that one time used to cause automobile owners much concern. By contrast a band anchored in the middle is equally effective in both directions, but requires more force to secure the same retarding effect than does a single-acting band.

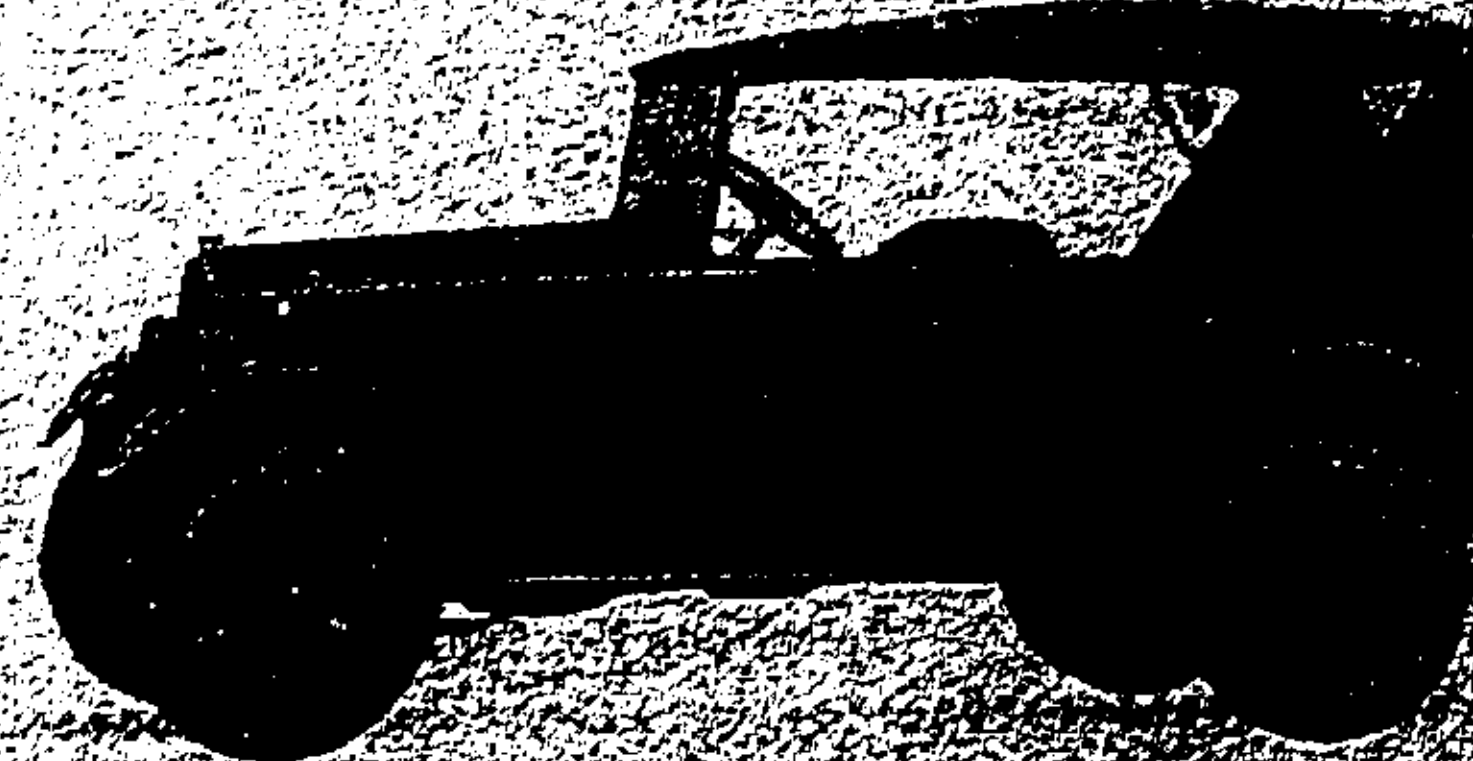
The new Buick brakes, anchored at the three-quarters point, therefore, partake somewhat of the effectiveness of the full-wrapping brake when the car is rolling forward. This means they can be completely applied with a relatively small pressure on the toggles. As the full braking power is seldom required when the car is rolling backward, the engineers felt that no sacrifice of safety is involved in this method of gaining in effectiveness.

All four brakes are applied through the usual service pedal, which differs from previous construction only to the extent that it is slightly higher than the clutch pedal and has a slightly longer throw. The difference in position of the two pedals is not very great and one who has tried can testify that in making an emergency stop there is no consciousness that the two pedals are not precisely side by side.

##### Ford Co.'s Stock.

The stock of the Ford Motor Co. is worth 840 million dollars, according to estimates by the *Wall Street Journal*. Henry plans to increase production. When output averages 10,000 cars a day, the *Journal* calculates, the company will be worth 1260 million dollars. Ford apparently is the world's first billionaire. It is very doubtful whether the elder John D. Rockefeller ever was worth that much, even before he began his big charity contributions to education and medical research.

### INTRODUCING THE JEWETT



This shows the Jewett standard touring car.



# WOMEN'S INTERESTS



These two new Paris models show how effective the frills on the waists can be. These frills are only slightly gathered on, and in the case of that on the right they put it in a merely the design of the ruffs.

## PARISIAN NOVELTIES. NOTES ABOUT SHOES.

The scarf is at present the most important decorative adjunct to feminine apparel. Since the appearance of knitted silk and wool scarves last season the scope of the scarf has been widening, and its dimensions and variations increasing.

The knitted silk scarves still swathe the neck of the woman who wears no fur on her suit. Scarves of plain crepe de Chine hang from the shoulders of evening gowns, and the gorgeous printed scarves that their decorative place in afternoon and evening costumes, and sometimes even go so far as to brighten a serge morning frock.

Marabout is being used as a trimming for everything from wool brocade coats to chiffon evening gowns. It appears in all the fashionable colours, and the very latest idea is to hem a gown with a wide band of marabout, which shades from brown to beige, or from red to pink, or from navy blue to light blue. It is really very pretty.

Feather trimming in general is having a great vogue. Ostrich bandings edge tunics, scarves, and skirts. The smart thing is to match the ostrich trimming on your gown to your fan.

Ribbons go to make any quantity of accessories and trimmings. Ruched ribbons are sewn spirally into round motifs, which are joined to overlap each other and form cuffs and collars on coats, or of bands for the hems of gowns.

## THIS WEEK'S RECIPE.

### A Quickly Made Pudding.

#### APRICOT CROUTES.

Required: Tinned or bottled apricots, bread, sugar, butter. Cut some rounds of bread, about the size of the top of a tumbler, about a quarter of an inch thick, spread with butter and put into a greased glass casserole or fire-proof dish. Put half an apricot, cut side up, on each croute, place a small piece of butter in each, and sprinkle with sugar. Bake in a moderate oven for about 15 minutes. Sift sugar over and serve at once.

Note.—If available, cream may be served with this quickly-made sweet.

## NEW V-NECK.



This is the 'new' V-neck blouse. It should be made of crepe de chine, of course, and the neck and sleeves bound in grosgrain ribbon.

An embroidered motif can be worked below the point of the V, if decoration is wanted.

## FASHION FOR SPRING.

It appears that day dresses and skirts for the Spring will need to be shortened, for it seems Paris has given up trying to do anything about the long skirt, except for evening. Having learned her lesson, she is willing to let us have them as short as we like, and is raising the hemline rapidly.

### WHITE TRIUMPHANT.

White is more of a rage than ever before—white, unrelieved by any colour. Crepe and embossed materials are made into costumes of great simplicity and charm.

Second in favour to white are the lovely pastel shades of blue, rose, yellow, tan and the softest, coolest green imaginable. Also, figured materials that are blurred and blended just enough so that last season's more blatant patterns seem out of key.

For trimming there is a most ingenious use of braid, buttons, bits of contrasting material, embroidery, lingerie collars and cuffs and vestees that alone cost as much as a frock, so exquisite is the workmanship.

### EMBROIDERY STAYS.

Embroidery and braiding are both more popular for spring trimmings than they have been for winter. Frequently, the short coat is covered with very fine embroidery or small designs in soutache braid.

One welcome hangover from last season is the embroidered monogram, which is seen on the very smartest frocks just as though it were something entirely new.

Footwear is more conservative than it has been, there are fewer intricate strappings and exaggerated buckles, but the effect is that of much greater elegance. Lasts are medium, neither exaggeratedly short or long, and heels are not so high as usual.

## A MILLINERY NOVELTY.

A charming millinery novelty has just made its appearance. This consists of small, close-fitting hats fashioned of finely-dressed kid, dyed in exquisite shades of mole, grey, beaver, fawn, or copper colour, and trimmed with large sprays of floral mounts made of painted leather, touched with splashes of gold or metallic paint.

Hats of this description, although introduced in the first place for Riviera wear, have begun to enjoy a vogue both in Paris and London, and are now chosen for wear with tailored toiles.

For the South of France, hats of white kid, trimmed with white kid flowers, are going to be extremely popular, a pretty variety of the same idea being sports hats made of white or pale-hued kid, trimmed with leather foliage or flowers, painted in brilliant tones of colour.

## FOR THE TROUSSEAU.

There is a new and delightful fabric being used for sports sweaters. It is a mixture of mohair and fibre silk in a delightful two-toned weave that resembles a fillet stitch. Carried out in chequered designs, showing such pretty combinations as navy and tile blue, light and dark almond green, shades of gold and poppy red, the newest of these sweaters are made in the fashionable cross-over style, with a deep band that ties on one hip—the long roll collar being of a plain self-colour.

Other smart sweaters of the overblouse style show mohair backgrounds with Persian stripes of fibre silk that not only impart a contrast of colour, but make the most interesting design.

## A NOTE FROM PARIS.

Every Parisienne wears garters, though the hose supporters of her little corset do all the work of keeping her stockings in place. But who could resist a pair of jade-green garters, lined with black and finished with a whirl of jade-green ostrich feathers held in place by a rhinestone buckle? Who can

## SIMPLE DRESS.



A simple dress with embroidered monogram.

resist a pair of gold tissue garters finished with a rose of the thinnest silver tissue, or a pair of beige garters lined with blue and finished with a spray of forget-me-nots? Well, it can't be done. One must have a pair of garters, even if they have to be worn below the knee in order to keep them from showing through the clinging lines of one of the season's new sheath gowns.

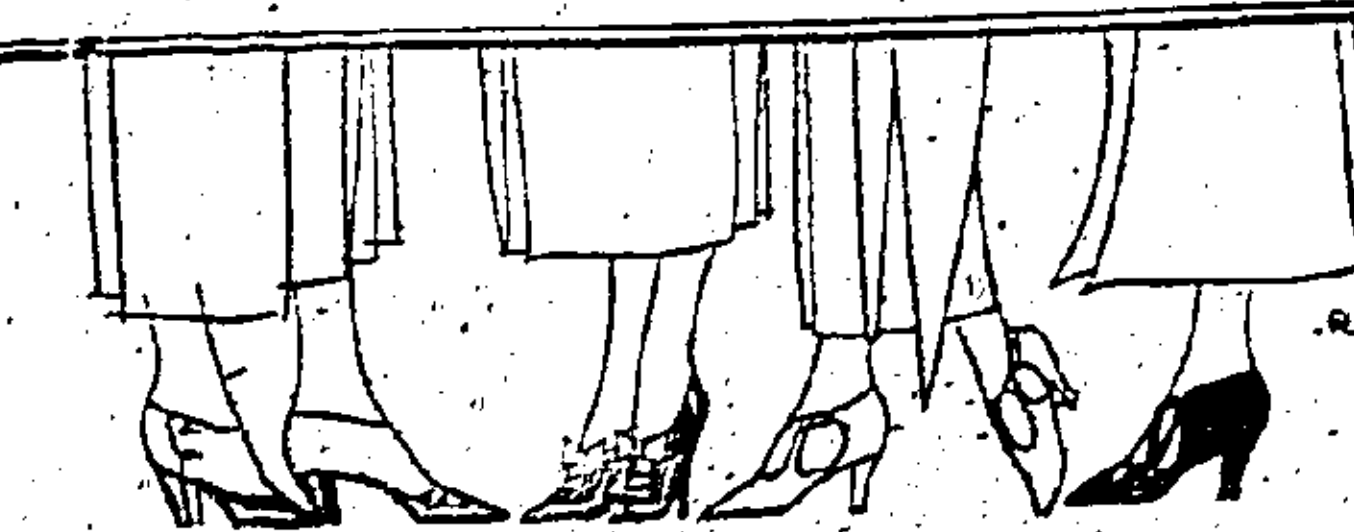
## CHIC HATS & LATEST FOOTWEAR.



THE newest ideal in dress directs attention to the top and the toe.

Suddenly, for some unaccountable reason, the tailored suit and frock, have descended upon us and are offering such relief from our negligee attire of the past few seasons that they are taking all before them.

So uniform is the suit expected to be that the distinguishing feature of the newest costume must be the hat and the footwear. The cloche refuses to be ousted in favour of the less severe type, each frock.



## FASHION NOTES.

Flesh coloured moire is made into an effective evening gown, with a pink satin girdle tied in a big bow on each hip.

Smart shoes for evening have very high heels while those for daytime are much less extreme.

White flannel skirts frequently have wide bands of colour—brilliant orange, red, or green, applied to the bottom of the hem.

Voile is greatly liked for dainty lingerie and is combined with bands of plain colour, or with the finest of laces.

A vanity case of black patent leather is oval in shape and is lined with pearl-grey moire silk.

White is of course the most popular shade for evening frocks, but delicate pink is gaining in favour, particularly with the debutantes.

White flannel blouses monogrammed in black are smart for sport wear. They are worn with dark or with white pleated skirts.

All shades of yellow and orange are popular in tulle for dancing and dinner frocks. There is a tendency to combine yellow and orange advantageously.

Fur borders edge smart gauntlets of antelope skin that lace instead of snap in the usual fashion.

All-over beaded dresses are a good choice for the traveller as they may be packed in small space and require no pressing.

## THE TURBAN FOR EVENING WEAR.

Evening head-dresses, when they exist at all, take one form, that of the turban. They are usually of cloth of gold or silver, and may have a few strands of bright-coloured braid twisted into their intricate folds.

The adaptability of the turban to all types is its great virtue. It may be wide at the sides, or high in front, it may follow the lines of the head closely with tightly stretched folds, or it may be loosely swathed and puffy in effect. It may stretch tight back from the temples or soften the face with a swelling side outline.



Here it is—the long vestee that extends below the normal waistline. It may be of contrasting material, a brocade, embroidered net and Irish or filet lace combined.

## DECORATIVE CHINA.

enables one to send a painted cloth to the laundry. Candle or table shades bearing the same design, painted in water-colours, make a charming completing touch to the winter tea-table.

For one of the modern sparsely furnished white washed studio-

To accompany a "Blue Bird" living rooms, with its plain design painted on white china, a polished gate-legged table, an plain, white linen cloth with a Italian breakfast table set of hemstitched edge is adorned with plain cream-coloured china, a stencilled or embroidered bird arranged upon an Italian drawn- or flying group of birds to harmonise or to exactly correspond, the pattern on the china being carefully traced and transferred to the cloth with the help of a sheet of carbon paper and sharply-pointed pencil.

A single bird or flight of birds in outline stitch is very quickly done, and the result is charming, while if stencilling be employed the work is easily carried out in oil colour mixed with a special washable "medium," which

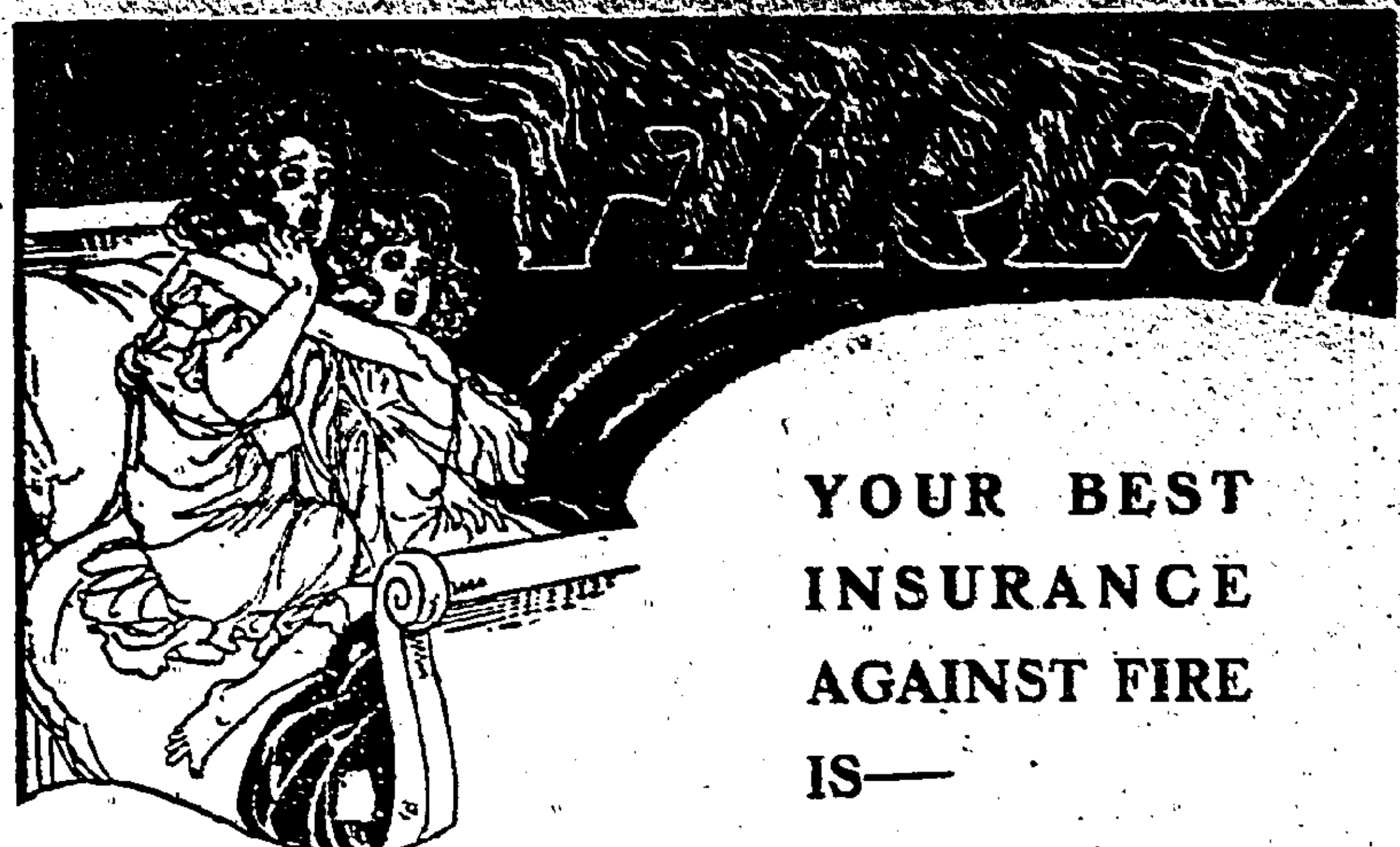
filled with oranges or grapes as centrepiece. Or, instead of cream-coloured china, choose orange-coloured plates and cups, with deep string-coloured Italian linen table mats.

## PRETTY AMATEUR ACTRESS.



Miss Elizabeth Gordon Hanna, granddaughter of the late Mark Hanna, is the moving spirit of the Dramatic Club of Washington, an organization of young society people.





YOUR BEST  
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You are not troubled with constantly recurring expenditure.

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*They Satisfy*

—and the blend  
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CIGARETTES

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### WHEN BANK MAY TELL.

#### Table of Exceptions to Secrecy.

A bank is entitled to give information about a customer's affairs only under one or more of the following circumstances:—

Compulsion of law.

Where there is a duty to the public to disclose.

Where the disclosure is made by the express or implied consent of the customer.

This was the opinion expressed in the Court of Appeal recently by Lord Justice Bankes.

He was giving the view of the Court why a new trial should be held of the action brought by Mr. Edwin Frederick Tournier against the National Provincial and Union Bank of England.

Mr. Tournier alleged that Mr. J. G. Fennell, acting manager of the Moorgate-street branch of the bank, made a statement to his (Mr. Tournier's) employers which resulted in him losing his post as a commercial traveller and salesman.

He brought the action, claiming damages for alleged slander, breach of confidence existing between bankers and customer, and for £108 10s. for consequent loss of employment and commission.

The trial, before Mr. Justice Avory, resulted in a verdict for the bank.

Mr. Tournier appealed successfully on the ground of misdirection.

LAW OF THE MATTER.

Lord Justice Bankes said that at the present day it might be asserted that the duty of silence on the bank was a legal one arising out of contract. It was not possible to frame any exhaustive definition of it.

He thought it did not cease from the moment the customer closed his account. The confidential relationship was not confined to the actual state of a customer's account, but extended to information derived from the account itself.

A more vital question was whether it extended to information in reference to the customer and his affairs, derived, not from

the customer's account, but from some other source, as from the account of some other customer.

The credit of a customer depended very largely upon the strict observance of confidence, and that confidence was not confined to the information derived from the customer or his account.

Lord Justice Atkin said a bank bound their servants to secrecy and communicated this fact on pass books. He was satisfied that if they were asked if they were under an obligation, without hesitation they would say, "Yes."

It was inconceivable that when a customer closed his account, the bank was at liberty to disclose any particular transaction.

#### NEW SANCTUARY FOR BIRDS.

An appeal is being made to lovers of birds to raise a sum of money sufficient to buy the Farnes Islands, off the north-east coast of Northumberland, with the view of preserving them as a bird sanctuary, and so avoiding the possibility of their falling into the hands of some speculative person who might exploit them to the ruin of the bird life there.

### RADIO NOTES AND NEWS.

#### A Club That Meets by Wireless.



TWO GIRL GUIDES "ATTENDING" A RADIO MEETING, HEARING A LECTURE ON MERIT BADGES.

Honours for the greatest regular attendance at weekly club meetings, of all organizations in the world, may safely be awarded to a new group of Girl Guides in America.

They meet—5000 of them—by radio.

It is a new idea, originated by Laura P. Holland, scout director at Pittsburgh, who began giving out her instructions for such a "troop" through broadcasting station KDKA at East Pittsburgh.

To-day the largest single troop of Girl Guides is to be found, not in the largest city, but scattered throughout the country, wherever the ether waves of KDKA strike. It consists especially of girls tucked away in the isolated regions of the country, where there are never enough within hiking distance to form a troop.

New these girls assemble every Monday evening at their radio sets and begin their meetings by listening in on the customary signals, the allegiance to the flag and the other routine of troop meetings. Instead of personal instructions from a local scout leader, these girls listen in on the instructions broadcast from KDKA.

#### BOURNEMOUTH'S RIVAL.

There is considerable anxiety in Bournemouth over the statement made at the Town Council that broadcasting is seriously diminishing the attendances at the performances of the Municipal Orchestra. It is stated that audiences often number less than one hundred, that the orchestra is being wasted, and that there has been a drop of £21,700 in the revenue in three months.

Sir Dan Godfrey, the conductor, admitted in an interview that wireless is keeping people from the Winter Gardens, and he suggested that a remedy lies in the direction of co-operation with the British Broadcasting Company.

At present the performances of the Municipal Orchestra are not permitted to be broadcast. "It is perhaps unfortunate," said Sir Dan, "that so far, overtures from the Broadcasting Company to the Town Council in the matter of co-operation have not been favourably received for I believe there would be advantages not only from the advertisement Bournemouth would get, but in direct assistance to the Winter Gardens finances."

Sir Dan's idea is that if the Municipal Orchestra's performances were broadcast revenue would accrue to the gardens to make up for the losses through people not attending.

A little while ago Sir Dan declared himself opposed to broadcasting. "I have not changed my view," he added, "but as, in the case of Sir Hugh Allen and other authorities new circumstances have arisen which call for changed tactics." He believes that if the highest class of music is broadcast a taste for the actual performances will be created to the ultimate benefit of music.

#### POST OFFICE EXPERIMENT.

As part of the contemplated Imperial wireless chain, two high-power stations were installed by the Post Office for point-to-point working between Oxford and Cairo. The Oxford station broadcasts telegrams signalled in the Morse code, and these have frequently been picked up by receivers as far off as Australia. At night the Oxford station also communicates with ships within a range of some 2,500 miles.

The Post Office stations for point-to-point communications with the Continent of Europe are situated at Northolt (Middlesex), Caister (Norfolk), and Stonehaven (Kincardineshire), whence services are in operation to Berlin, Rome, Amsterdam, and Budapest. In addition, an Army station at Aldershot has direct communication with the headquarters of the Rhine Army of Cologne. The wireless apparatus is placed at the provincial stations named because they are the most favourable positions for the transmission and reception of wireless waves, but the apparatus itself in each case is operated from the Central Telegraph Office through an ordinary land wire.

It is interesting to note that while the rate for telegraphic wireless transmission (24d. per word) to places on the Continent is the same as for land wire and cable transmission a difference in favour of wireless occurs when greater distances are involved. For example, while the Eastern Cable Company charge a cable rate to Egypt of 1s. a word, the P. O. wireless to Cairo costs only 9d. a word, and there is a similar saving of about 3d. in the shilling on messages to Red Sea ports. It would be too much to prophesy the eventual supersession of the cable in long-distance telegraphy, but for messages to the nearer Continental countries wireless telegraphy is already a most valuable facility for the business world, particularly for firms in large centres of industry like Manchester, Birmingham, Glasgow, Cardiff, Newcastle, Liverpool, Leeds, &c., which have direct telegraphic connexion with London, as the transit-time of telegrams between these towns and London does not usually exceed 15 or 20 minutes from the time of handing in at the public counter.

#### A MANCHESTER INSTALLATION.

In the case of Manchester, an experimental installation has just been made of a new type of Baudot instrument, replacing the fast-speed Wheatstone automatic apparatus. The Baudot is a mechanical printing telegraph apparatus, and on one line between Manchester and London it can signal four messages in each direction simultaneously. An ingenious mechanism interrupts the electric current in four rhythms or cadences, and the signalling is exactly timed into one or other of these cadences. In the new type of Baudot instrument the sending apparatus is operated from a typewriter key-board by a typist, who need not even be a practical telegraphist. The typewriter delivers a perforated paper slip, which automatically transmits the signals at the steady rate of 40 words per minute, while the key-board operator, within limits, can vary his speed. In the old type Baudot instrument the transmitter had five ivory keys to operate in exact synchronism with the cadences of the current-interrupting device. In both types the signals on receipt are automatically converted into the printed block lettering on message forms, now increasingly familiar to the public in large towns. In the case of messages intended for wireless transmission abroad the Baudot typescript is passed forward at once to the wireless room at the Central Telegraph Office, and the waves are controlled from there, although actually produced at Oxford, Caister Northolt, or Stonehaven, as the case may be.



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ALL MATERIALS IN STOCK INCLUDING HEAD SETS "A" & "B" BATTERIES.

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### THE HUMAN ZOO

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Public Ledger Co.



CHAMELEONS—Specimen No. 151

"Brother Purdy, I agree with you. I never allow cards in our home."







## PACIFIC SHIPPING.



## HOME VIA CANADA

HONGKONG TO ENGLAND		From		To	
Ship	Day	Ship	Day	Ship	Day
EMERALD	13 Mar	EMERALD	13 Mar	EMERALD	13 Mar
EMERALD	13 Mar	EMERALD	13 Mar	EMERALD	13 Mar
EMERALD	13 Mar	EMERALD	13 Mar	EMERALD	13 Mar

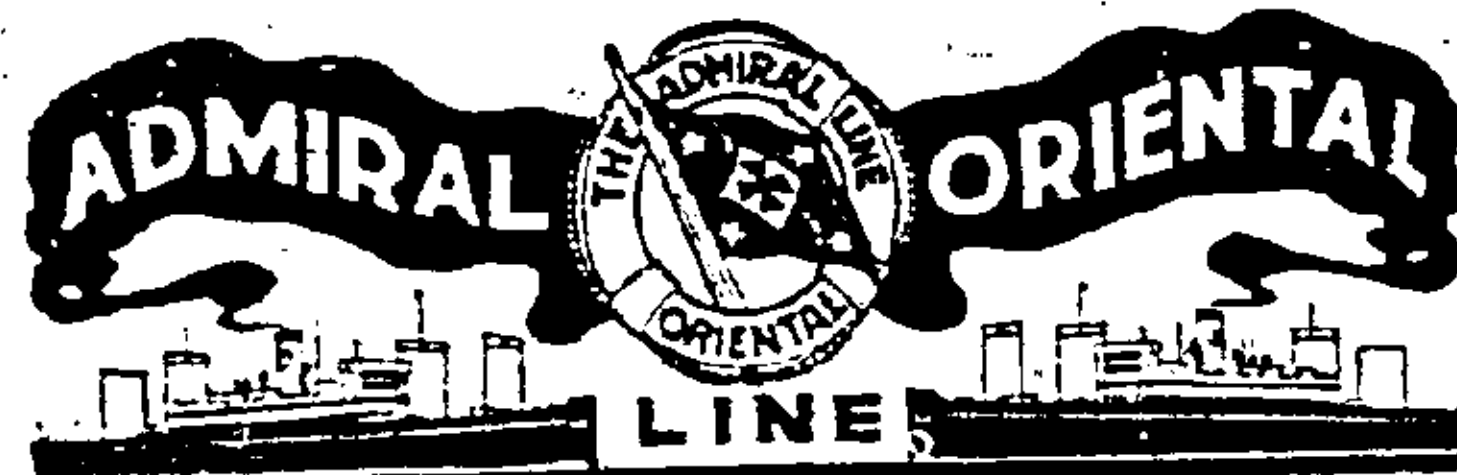
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal, & Quebec.  
 Southampton, Glasgow, Antwerp, Cherbourg, & Hamburg.  
 Allotment of Cabin on Atlantic steamers held here and through tickets issued.  
 Early reservation necessary.

## HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.  
 Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.  
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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Passenger Department  
 Freight & Mail Service  
 Cables: "GACANPAC"  
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## ADMIRAL ORIENTAL LINE.

### FREIGHT AND PASSENGERS

#### THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT GRANT"	March, 5th
"PRESIDENT MADISON"	March, 17th
"PRESIDENT MCKINLEY"	March, 29th
"PRESIDENT JACKSON"	Apr. 10th

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£120-£112-£110

First Class on the Pacific, First Class on American on Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT GRANT"	23th Feb.
"PRESIDENT MADISON"	8th Mar.
"PRESIDENT MCKINLEY"	20th Mar.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.  
 For passage and Freight Booking apply to

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CABLE ADDRESS "DOLLAR"



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STEAMER	TONS	SAILING DATE	DESTINATION
AACHEN	6,100	25th March	Manila, Singapore, Belawan, Colombo.
DERFFLINGER	6,100	4th April	Port Said, Genoa, R'dam, Hamburg and Bremen.
INIENEURG	6,200	18th April	
COLEENZ	6,400	2nd May	
PFALZ	7,100	17th June	
TRIER	6,400	25th June	

All dates subject to change without notice.

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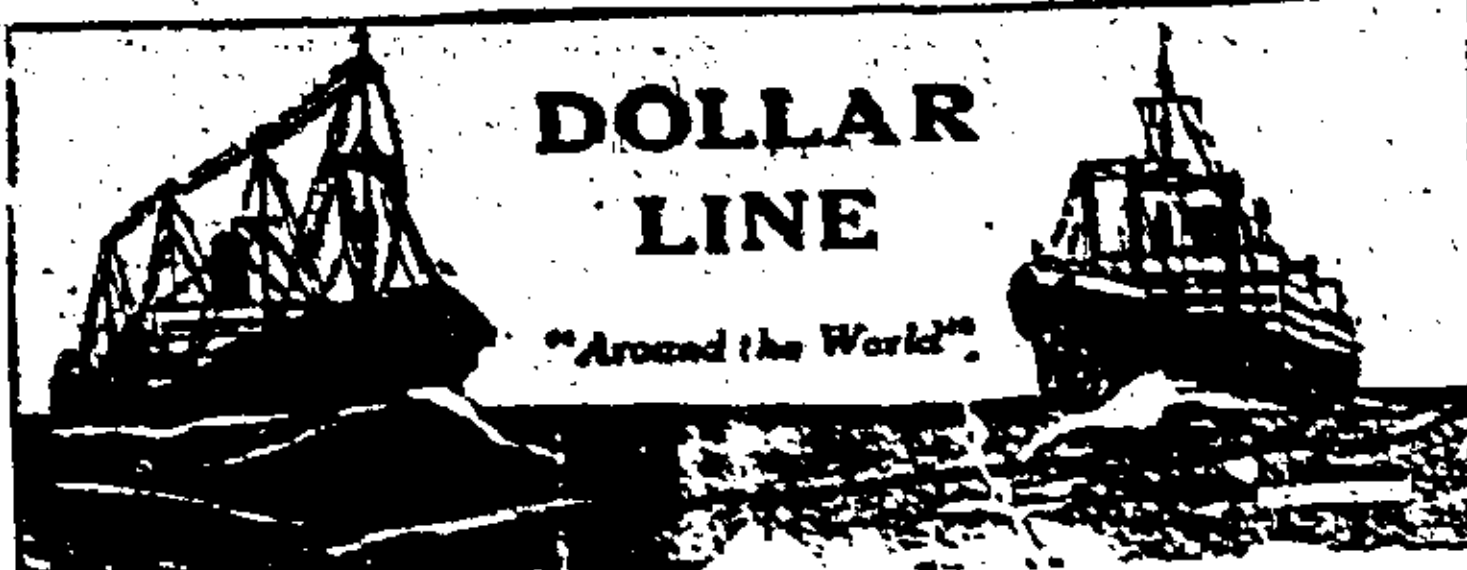
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Agents,

Tel. Central 4557.

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#### THE NEW FAST AMERICAN STEAMERS TO MANILA, SINGAPORE, PENANG, COLOMBO, NAPLES, GENOA, MARSEILLES, BOSTON, NEW YORK.

"PRESIDENT HAYES"	Mar. 4th
"PRESIDENT ADAMS"	Apr. 1st
"PRESIDENT GARFIELD"	Apr. 15th
"PRESIDENT POLK"	Apr. 29th
"PRESIDENT MONROE"	May, 13th

#### FROM SAN FRANCISCO FOR HONOLULU, KOBE, SHANGHAI AND HONGKONG.

"PRESIDENT ADAMS"	Mar. 1st
"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLK"	Mar. 29th

## FREIGHT SERVICE

## FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.

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"ESTHER DOLLAR" Mar. 24th  
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Through Bills of Lading to all United States and Canadian Overland Points & Havana.  
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### REDUCED FARE TO EUROPE

£120 £112-£110

First class throughout

Manila class steamers on the Atlantic

**HONGKONG TO SAN FRANCISCO**

**VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.**

**Steamers**

TAIYO MARU	(From Kobe)	22,000	Mar. 14
TAIYO MARU	(From Kobe)	22,000	Mar. 27
KOREA MARU		20,000	Apr. 8
SHINYO MARU	(from Shanghai)	22,000	Apr. 23
SIBERIA MARU		20,000	May 5

HONGKONG TO VALPARAISO  
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, VOLLENDO, ARICA & IQUIQUE.  
 THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

GINGO MARU	16,000	Mar. 14
ANYOM ARU	18,700	Apr. 24
SEIYO MARU	14,000	June 10
RAKYU MARU	18,500	July 19

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.  
 For Full information regarding passengers, freight and sailings Apply to:-

Agents at Canton.  
 Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

## COMPANIA TRASATLANTICA DE BARCELONA

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 MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.  
 LEGAZPI ... about 30th Mar. | C. LOPEZ Y LOPEZ 17th May  
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 LEGAZPI ... about 12th Mar. | C. LOPEZ Y LOPEZ 23th Apr.  
 The steamers of this Company are equipped 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewardess and Doctor carried.  
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Sailings from Hongkong		Via		To	
Ship	Day	Ship	Day	Ship	Day
S.S. KABINGA	...	via Suez Canal	...	2nd Mar.	
S.S. CITY OF MANILA	...	via Suez Canal	...	9th Mar.	
S.S. KNIGHT TEMPLAR	...	via Suez Canal	...	21st Mar.	
S.S. CITY OF BRISTOL	...	via Suez Canal	...	31st Mar.	

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#### CRUISE

ACCOMMODATION ON THE "EMPRESS OF CANADA" IS AVAILABLE FOR PASSENGERS FROM THE ORIENT. THE STEAMER WILL SAIL ON THE FOLLOWING SCHEDULE:-

Ship	Day	Ship	Day	Ship	Day
HONGKONG	Leave	18th April	HONGKONG	Leave	18th April
SHANGHAI	Arrive	20th April	SHANGHAI	Leave	21st April
KOBE	Arrive	23rd April	KOBE	Leave	30th April
YOKOHAMA	Arrive	1st May	YOKOHAMA	Leave	6th May
HONOLULU	Arrive	14th May	HONOLULU	Leave	15th May
HILO	Arrive	16th May	HILO	Leave	16th May
VANCOUVER	Arrive	23rd May	VANCOUVER	Leave	23rd May

Connections on the Atlantic will be made with "MONTEROYAL" (formerly "Empress of Britain") 30th May to Liverpool and "EMPRESS OF SCOTLAND" 4th June to Southampton.

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 CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

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THE Steamship.

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carrying His Majesty's Mails, will be despatched from this port at Noon on FRIDAY, the 29th February, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

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Hongkong, Feb. 20th, 1924.

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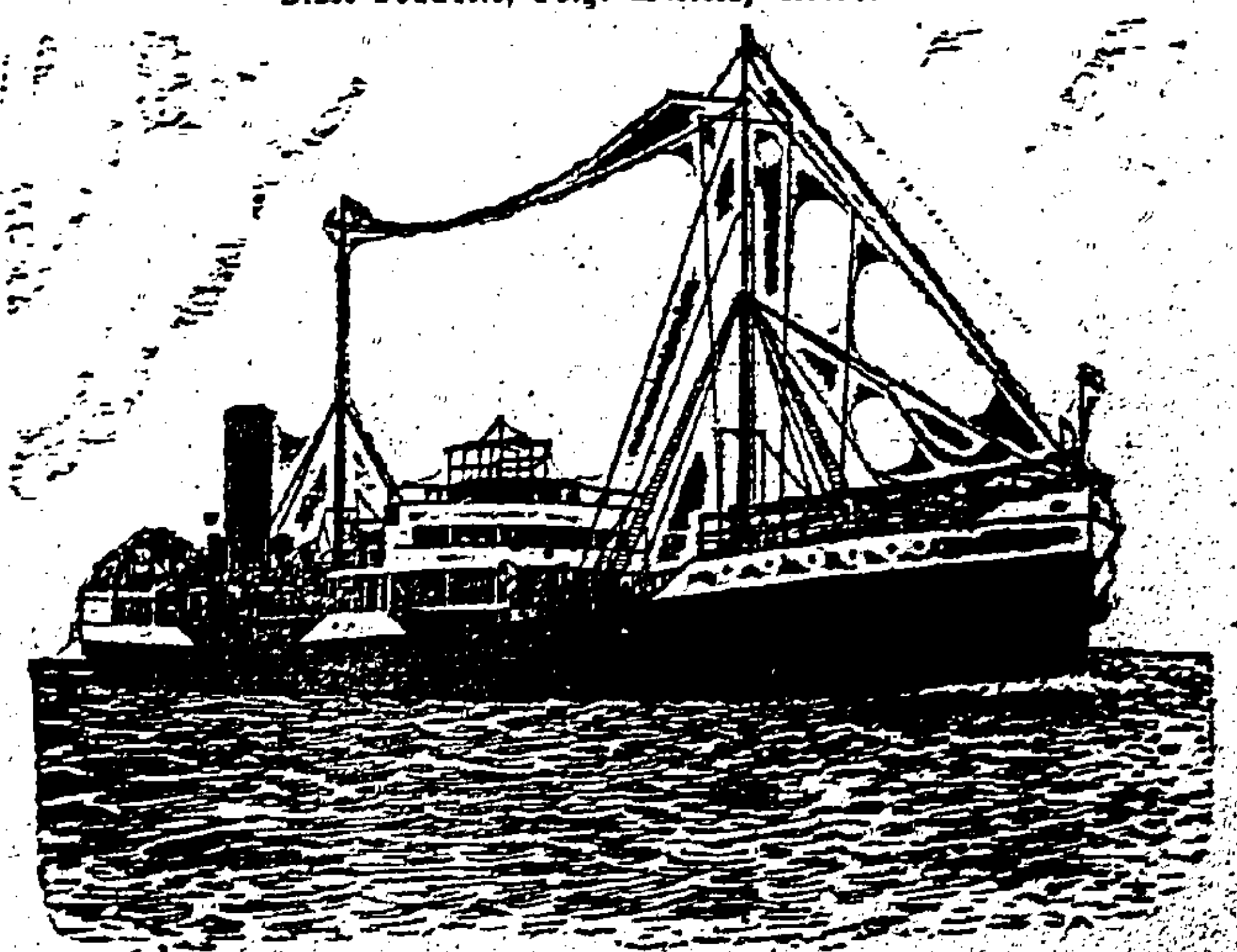
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS  
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S.S.	Tons	From Hong-kong (about)	Destination
MOREA	10,911	23 Feb. noon	B'bay, M'les, L'don, A'worp
ALIPORE	5,273	29 Feb. noon	S'pore, Pang, C'bo & B'bay
KARNATA	9,098	8th Mar.	M'les, London & Antwerp
KIDDERPORE	5,334	11th Mar.	S'pore, Pang, C'bo & B'bay
MALDERA	15,993	22nd Mar.	B'bay, M'les, L'don, A'worp
PADUI	5,907	23rd Mar.	S'pore, Colombo & Bombay
SICILIA	6,813	28th Mar.	S'pore, Pang, C'bo & B'bay
KYBER	9,014	5th Apr.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

TANDA	6,956	26 Feb. 1 p.m.	S'pore, Penang & Calcutta
TACADA	6,949	17th Mar.	S'pore, Penang & Calcutta
TORILLA	5,205	4th Apr.	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	4,000	5th Mar.	Manila, Thursday Island
ARAFURA	6,000	2nd Apr.	Townsville, B'bane, Sydney
ST. ALBANS	4,500	30th Apr.	Melbourne

The P. & O. Branch Service of steamers to London via the Cape  
The P. & O. Branch Service of steamers to London via the Cape  
The P. & O. Branch Service of steamers to London via the Cape

**SAILINGS TO SHANGHAI & JAPAN.**

KYBER	9,014	23 Feb. noon	Shanghai, Moji & Kobe
PADUI	5,907	27th Feb.	Shanghai, Moji & Kobe
CHINA	7,932	8th Mar.	Shanghai, Moji & Kobe
ARAFURA	6,000	8th Mar.	Moji & Kobe
NELORE	6,853	9th Mar.	Shanghai & Kobe
SICILIA	6,813	13th Mar.	Shanghai

All dates are approximate and subject to alteration without notice.

**WIRELESS ON ALL STEAMERS.**

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
MACKINNON, MACKENZIE & Co., Agents.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
RADNORSHIRE	24th Feb.	GLENBEG	4th Mar.
GLENORLE	11th Mar.	Genos, L'don, R'dam & H'burg	
GLENSHANE	25th Mar.	PENROKESHIRE	3rd April
		London, Rotterdam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

**JARDINE MATHESON & CO., LTD.****AGENTS THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong Kong	Pro. Sailings from Hong Kong for M'les
ANGERS	—	—	3rd Mar.
CHILI	—	—	9th Mar.
PORTHOS	24th Jan.	25th Feb.	23rd Mar.
AMAZONE	7th Feb.	11th Mar.	6th April
ANGOR	21st Feb.	25th Mar.	20th April
PAUL LECAT	6th Mar.	8th Apr.	4th May

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(including Table Wine and free Doctor's attendance)  
A Class 1st Class £85.0.0 B. Class 1st Class £89.0.0  
Steamers 2nd Class £88.0.0 Steamers 2nd Class £92.0.0  
Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the trains at Marseilles.

**LIONNE COMMERCIALES (CARGO-BEATS)**

B.S. LT. DE MISSISSY leading for Havre, Antwerp and Dunkirk about 21st Feb.  
S.S. "Dr. P. BENOIT" from Dunkirk, London, Havre, is due to arrive about the end of February.

For full particulars apply to:  
Messageries Maritimes Co.  
3 Queen's Building.  
CONSIGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America £405, G. \$420, G. \$440.  
YOKOHAMA M. ... Sunday, 9th Mar. at 11 a.m.  
KAGA MARU ... Thursday, 3rd Apr.  
MARSEILLES, LONDON & ANTWERP via Singapore, etc.  
HAKOZAKI MARU ... Wednesday, 5th Mar. at 11 a.m.  
HAKUSAN MARU ... Wednesday, 12th Mar.

HAMBURG via LONDON & ROTTERDAM.  
MATSUYE MARU ... First half of March.

LIVERPOOL via MARSEILLES & VALENCIA.  
DELAGOA MARU ... Middle of March.

SYDNEY & MELBOURNE via Manila, etc.  
TANOO MARU ... Wednesday, 19th Mar. at 11 a.m.

YOSHINO MARU ... Wednesday, 16th Apr.

NEW YORK and/or BOSTON via PANAMA.  
LISBON MARU ... Sunday, 9th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.  
KANAGAWA MARU ... Second half of April.

BOMBAY via Singapore & Colombo.  
MORAN MARU ... Friday, 29th Feb.

LIMA MARU ... Monday, 10th Mar.

CALCUTTA via Singapore, Penang & Rangoon.  
YAMAGATA MARU ... Saturday, 1st Mar.

WAKASA MARU ... Tuesday, 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.  
YOSHINO MARU ... Thursday, 13th Mar.

SHANGHAI, KOBE & YOKOHAMA.  
AWA MARU (Omitting Shanghai) ... Friday, 22nd Feb.

HARUNA MARU ... Tuesday, 26th Feb.

For further information apply to: **NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292, 293 & 3422. **Y. YAMAMOTO, Manager.**

**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK &amp; BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" Sailing on or about 29th Feb.

**LLOYD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "VENEZIA" ... Sailing on or about 3rd Mar.  
S.S. "BERTY" ... Sailing on or about 7th Mar.

**FOR BRINDISI, VENICE & TRIESTE.**

via Singapore, Penang and Colombo.  
S.S. "ANNA" ... Sailing on or about 22nd Feb.

S.S. "ROSANDRA" ... Sailing on or about 19th Mar.

\*\* Freight only.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA" ... Sailing from Calcutta on or about 12th Mar.  
Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LTD.,**

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for M'la, S'kan, Thurs. Is. & A'lian Ports
TAIY JEN	In port	22nd Feb. 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 35.

**Projected Sailings from Hongkong**

Subject to alteration.

City of Pekin. 2nd Mar. London, Rotterdam &amp; Hamburg.

**PASSENGER SERVICE.**

City of York 22nd Feb. Shanghai & Kobe.  
City of York 30th Mar. Marseilles, London, etc.  
City of Cairo 18th Apr. do.

**FARES TO LONDON.**

Single 1st Class A £98, B £84, 2nd Class A £62, B £56.  
Return 1st Class A £161, B £147, 2nd Class A £108, B £98.  
Cargo Steamers Saloon Passage £56.

For further particulars apply to

**HOLYOAK MASSEY & CO., LTD.**

CANTON.

**THE BANK LINE, LTD.**

Tel. Central 786.

COAST SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.****SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamer.	Sailing.
MANILA	Yuen-sang	Sat. 33rd Feb. at 11 a.m.
SHANGHAI via Swatow Kwong-sang	Sun.	24th Feb. at 7 a.m.
HAIPHONG via Hoihow Mingsang	Tues.	26th Feb. at 10 a.m.
BANGKOK via Swatow Kwalsang	Tues.	26th Feb. at 10 a.m.
SANDAKAN	Hinsang	Tues. 26th Feb. at 1 p.m.
TAO via S'tow & S'hai Wingsang	Wed.	27th Feb. at 7 a.m.
KOBE via Moji	Tues.	28th Feb. at noon
SHANGHAI via Swatow Tingsang	Fri.	29th Feb. at 7 a.m.
STRAITS & Calcutta	Kutsang	Fri. 29th Feb. at 3 p.m.
SHANGHAI via Swatow Yatsing	Sun.	2nd Mar. at 7 a.m.
TAO via S'tow & S'hai Loksang	Wed.	5th Mar. at 7 a.m.
TIENSIN	Chipsang	Wed. 5th Mar. at noon

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Kutsang" will be despatched on or about Friday, 29th Feb. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

**JARDINE MATHESON & Co., Ltd.**

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	FRI. 22nd Feb. at 1 p.m.
Haibong	W. C. Passmore	TUES. 26th Feb. at 1 p.m.
Haifong	E. H. Walker	FRI. 29th Feb. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN CLOON**

will be despatched on 13th Mar.

SINGAPORE, PENANG &amp; BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:-**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574. York Building, Charter Road.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Sawah Loento	Bangkok	In port	25th Feb.	Bangkok
Tjibeet	Japan	23rd Feb.	27th Feb.	M'esar, S'baia
Tjikemboek	Shanghai	27th Feb.	29th Feb.	Batavia
Tjikembang	Java	23rd Feb.	4th Mar.	Shanghai
Tjikodas	Java	2nd Mar.	4th Mar.	Amoy & S'hai
Tjikini	Java	7th Mar.	10th Mar.	Japan
Tjikarom	Japan	12th Mar.	14th Mar.	Batavia
Tjikodas	Shanghai	20th Mar.	22nd Mar.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

CONSIGNEES.

**ADMIRAL ORIENTAL LINE**

The Steamship "PRES. JEFFERSON"

having arrived from Manila P.I. on Feb. 30th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignee's risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 26th. Feb., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after February 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

**ADMIRAL ORIENTAL LINE**

4, Des Voeux Road, Hongkong, February, 20th, 1924.

**NOTICE TO CONSIGNEES.****ELLERMAN LINE**

From BREMEN, HAMBURG, ROTTERDAM etc.

The Steamship, "CITY OF YORK."

having arrived, from above-mentioned ports, Consignees of Cargo by her are hereby notified that their goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hotel's Wharf where delivery may be obtained.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by the Hotel's Wharf on and Tuesdays and/or Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Godowns, and cargo remaining undelivered on and after Thursday, 28th. February 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signer on or before 6th. March 1924, otherwise it will not be recognised.

No Fire Insurance whatever will be effected.

Consignees of Cargo from BREMEN and HAMBURG are notified that General Average Bond must be signed, and a deposit of 1% on net arrived market value of cargo must be paid before Bills of Lading will be countersigned for delivery.

**THE BANK LINE LTD.**

Agents, Hongkong, 22nd. Feb. 1924.

**NOTICE TO CONSIGNEES.****N. Y. K. LINE**

(NIPPON YUSEN KAISHA) FROM EUROPE & STRAITS.

The Steamship "TSUSHIMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 29th. February 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

**NIPPON YUSEN KAISHA.**

Hongkong, 22nd. Feb., 1924



